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THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 1

KANSAS CITY, TUESDAY, JANUARY 7, 1919

1918

Kansas City Statistics

Grain
Traffic
Live Stock
Jobbing Trade
New Concerns
Bank Clearings
Postal Receipts
Factory Output
Building Permits
Customs Receipts
Development since 1880

"NOW for Kansas City"

Membership Campaign
Chamber of Commerce Week
January 20-25, 1919

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE.....50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

(FORMERLY THE COMMERCIAL CLUB)

OFFICERS.

President.....	B. A. PARSONS
First Vice-President.....	CLIFF C. JONES
Second Vice-President.....	S. B. ROBERTSON
Third Vice-President.....	C. W. LONSDALE
Fourth Vice-President.....	H. J. WATERS
Fifth Vice-President.....	JAMES KETNER
Sixth Vice-President.....	F. C. MARQUA
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Transportation Commissioner.....	R. D. SANGSTER
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	FRANK WITHERSPOON, Jr.

NEW MEMBERSHIP DUES DATE FROM JANUARY 1.

Not as a cut-rate proposition but as a reasonable business concession, new members coming in during the month of January will have their memberships date from January 1. This means that the six months' dues which are required to accompany the application will run from January 1 to July 1. But to keep the books straight with the provisions of the by-laws, making April 1 and October 1 the payment dates, bills will be sent out to new members on April 1 for six months' dues and a credit given for what was paid in advance for that period.

ACTION IN STREET CAR STRIKE.

For the members who may have missed the item in the December 17 issue of The Kansas Citian, reporting the action of the Board of Directors on the street railway strike that item is here reproduced:

Within little over twenty-four hours of the declaration of a street railway employees' strike the directors of the Chamber were called together by President Parsons to deal with the situation. The special session was held last Thursday morning, the strike having taken effect the preceding day. Practically the full Board was present and their action was unanimous.

Following a discussion of the various phases of the situation and responsibility of the Chamber towards not only the business interests of the community but the entire citizenship the following resolution was adopted:

"Resolved, That in view of the fact that the Employers' Association has already taken steps to handle the present emergency and believing that organization is fully qualified and amply able to handle the situation in an intelligent and just manner, and that other organizations and individuals taking separate action will tend to interfere with an early settlement, the Chamber of Commerce co-operate with the Employers' Association to the fullest extent."

The following committee was appointed to represent the Chamber in all negotiations with the Employers' Association, with President Parsons and First Vice President Cliff C. Jones, ex-officio members; F. J. Bannister, Fred M. Lee, F. A. Baker, James Ketner and E. L. Foutch.

The foregoing action unified the business interests of the city in such a way as to obviate any possibility of conflicting action or statements that might tend to prolong the unfortunate interruption to the normal life and business of the community.

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NOW for Kansas City

MEMBERS will readily understand and appreciate the significance of the "NOW-for-Kansas-City" Chamber of Commerce membership campaign to be conducted the week of January 20.

The members of the Chamber of Commerce of Kansas City have been lined up with every war activity that has emanated from Washington or any other place. They have responded to every call, for money or their personal service. They have given both generously and loyally, with credit to Kansas City in every instance.

No matter whether it was the War Savings Stamp campaign, for which the Chamber was entirely responsible, furnishing several hundred workers for a Liberty Loan drive, or Red Cross work, or mobilizing the industries of Kansas City, the Chamber of Commerce has been a stand-by for them all. To it, no matter who was the local leader, appeal could be made for men, or for clerical work in the Chamber's office, and the requisition was always filled.

NOW for Kansas City! If Kansas City is to benefit by the new spirit generated through nearly two years' connection with the war, the first step is to mobilize business men in greater strength than ever before, and they are willing to be mobilized. Leadership is all that the situation calls for. To the Chamber of Commerce every business man now looks for leadership, either in local industrial progress, state legislation, or national affairs.

There must be one medium through which business thought will function. It is the Chamber of Commerce, with its numerous affiliations. Therefore, the "NOW - for - Kansas - City" campaign. Everything else has been "put across." It is now up to Kansas City to insure ITS future through a membership of not less than 5,000 of its real live-blooded business and professional men.

NEW members, to give the Chamber greater numerical strength, more adequate finances and greater promise of personal service, is the order of the day. It is the first announcement of the new year.

Four thousand members in a community like Kansas City is not enough. A city of its size and importance should support not less than 5,000 members. That many are needed if Kansas City's interests are to be promoted in the years to come as they should be, to keep it in the forefront with other progressive cities.

Hence the announcement of a membership campaign to be conducted the latter part of this month. With this drive every member is asked and expected to identify himself. No matter how little or how much may be asked of him he should do that willingly, even if only to suggest names of good men whom he knows to be now on the wrong side of the membership line but who would make good members.

More members mean a corresponding increase in the Chamber's ability to undertake things for the community that the Chamber cannot now undertake, and to see through such things as the Chamber would otherwise be only able to start. The Chamber's activities and accomplishments rest on the foundation of membership.

1918 Industrial Statistics

NOT until this year has Kansas City had on January first a complete inventory of the preceding year.

The Industrial Department has been busy with tabulations of figures showing not only the usual tables of bank clearings and deposits, building permits, post office receipts, etc., but figures to show, total and in detail, what Kansas City sold at wholesale during the year and what was manufactured.

(Continued on page 6.)

RESOLVED, FOR 1919

(The following editorial appeared in the *Kansas City Times*, January 1, 1919. It is so timely that it is here brought to the attention of every Chamber of Commerce member.)

RESOLVED, throughout the year 1919 to do my share and my full share for the advancement of the interests of Kansas City.—*Kansas City Times*

SUPPOSE every man and woman in Kansas City should take that as his New Year resolution. Suppose he should not merely take it as a resolution, but should make good on it!

What a year it would be—and what a city!

It's something of a city right now. Last night's paper, for instance—to cite just one item—told of bank clearings for the year of 10 billion dollars—10,000 million dollars. Ten years ago they were less than one-fifth what they are today.

This tremendous growth is an index of the business that is done in Kansas City and that can be done here. For this is in one of the strategic positions in the country. The natural capital of a vast and rich farming community, of the lead and zinc region, and of the most productive oil field, with railroads centering here from all directions—what else could be the outcome than a roaring trade?

But the situation isn't everything. It gives the economic foundation. But men make the city. The faith of men, their intelligence, their energy, their industry, their willingness to work together, all these factors go into the successful community.

If two cities are equally well situated the one with the better population is the one that outstrips its rival. So cities compete with each other. An energetic alert set of citizens can overcome disadvantages of situation. Given the right situation and men of the right caliber can make their city jump ahead.

But such development doesn't come by accident. It comes from thought, imagination and co-operation. It comes from planning and from readiness to get together and take the long view ahead, to bet on the future.

A real estate owner may simply sit pat with a vacant lot and wait for the coming of population to make it valuable. Some day the population will come and he will profit by it—he or his heirs; for he may die first. But the energetic property owner plans to do things that will make population come ahead of time. The Country Club district in Kansas City would still

have been a cowpasture if J. C. Nichols hadn't put his energy and imagination into developing it.

It is the same way with cities. A fortunately situated city may eventually get population. But other cities are on the job, and the alert one may get the population that naturally belongs to the slacker.

Now here is Kansas City, and here are the crops and cattle and coal and zinc and lead and oil, and here is the war at an end, and the long repressed industrial development of the country waiting to burst its bounds, and what is Kansas City going to do about it all?

Surely it isn't simply going to wait for something to turn up. Other cities aren't. It remembers vividly the long planning and the patient work necessary to get the park system and the Union Station, the two show things of the town. People were aghast at the magnitude of both projects. But the park system already needs extension and the station, instead of being adequate for fifty years, is today none too big.

Kansas City isn't to be frightened by the magnitude of any undertaking. It knows that the man will go broke who is a bear on the city's future. It knows that faith is necessary for building a city, and that if the city hasn't faith in itself, outsiders will not have faith in it.

So it is ready to go ahead. It is ready to clean up the loose ends that have accumulated, and to enter on new projects to make it attractive to families looking for a place to go. It is ready to get adequate approaches to the station, to undertake a worthy memorial to the men who gave their lives to the country's service, to provide a worthy and permanent home for the great American Royal Show, to open up new traffic ways, to plan for industrial districts, to widen streets, to bring a closer relationship between the two parts of the city that are divided by the imaginary state line.

And it has the leadership. A group of young men have come forward in the last few years, who have taken charge of the great city organizations, such as the CHAMBER OF COMMERCE, the Real Estate Board, and the other clubs with a public purpose. These men are aggressive and capable. Best of all they have vision and are prepared to give their energy to advancing Kansas City. They have developed into leaders who have only to sound the advance.

The time, the place and the men. A wonderful opportunity.

Then on this New Year morning, the opening of the best year of the best city of the best country on earth, let us without reservation make the above resolution.

MEMBERSHIP

IN the "Now for Kansas City" membership Campaign, Mr. Ed. S. North, Chairman of the Membership Committee, will be the directing force with Vice Chairman Geo. W. Dillon and Myron A. Loewen, President B. A. Parsons will however be at the head of the movement to give it all of the official prestige of the organization, and the entire Board of Directors will be back of him, to insure an enrollment of new members commensurate with the added responsibilities of the organization and its program for the year.

Those who will captain teams are the members of the Membership Committee. Here is the list of them with their business connections given for identification. It will be noted that they are well scattered, their selection having been made with the idea of making every member responsible for certain membership work in his part of the city.



MR. ED. S. NORTH

Ed. S. North—Scarritt-Jones-Seddon & North.
Geo. W. Dillon.—Commerce Trust Company.
Myron A. Loewen—Enterprise Mfg. & Com. Company.

R. V. Aycock—R. V. Aycock Asbestos Mfg. Company.

E. B. Berkowitz—Berkowitz Envelope Co.
Frank M. Crowell—110 E. Missouri Avenue.
Louis H. Ehrlich—Rothenburg & Schloss.
J. J. Flood—Patent Vulcanite Company.
H. C. Gamage—Moore Seaver Grain Co.
Cady L. Daniels—Cady & Olmstead Jewelry Company.

H. L. Harper—Western Electric Company.
G. K. Hamilton—H. D. Lee Mercantile Company.

W. O. Hope—Real Estate.
David I. Hunt—Hunt Realty Company.
P. L. Lewis—Wagener Electric Mfg. Co.
G. F. Malvin—Vernon Law Book Company.
C. E. Mathews—Armour & Company.
G. V. Metzger—N. W. Mutual Life Insurance Company.

Sidney Moore—Live Stock State Bank.
Clint L. Oliver—McCleary Rectal Institute.
E. J. Powell—Marwick, Mitchell, Peat & Company.

L. D. Ramsey, Business Men's Accident Association.

E. B. Schmidt, Bankers & Merchants Lithograph Company.

Charles R. Mathews—Penn Mutual Life Insurance Company.

C. A. Spaulding—Spaulding Electric Co.

Victor Speas—Monarch Vinegar Works.

Charles T. Thompson—Thompson-Monroe-Robins Chemical Company.

H. H. West—Loose-Wiles Biscuit Company.
Kearney Wornall, National City Bank.

L. Newton Wylder—Kupper-Benson Hotel Company.

MEMBERSHIP PROSPECTS.

A letter was sent to every member on January 2, asking that the card enclosed with the letter, and which bore a 2-cent stamp, be returned forthwith with the names of at least two good prospects for Chamber of Commerce membership.

This is asking very little of the average member. It is something that he could attend to in a very few minutes and it would be of very great assistance to the Membership Committee, and of permanent benefit to the association in its greater work for Kansas City. It is hoped that every member will give the request his attention and send in two names, with reasons for considering them good prospects.

While the telephone books and other lists are being used to make up a list of prospects, those recommended by the present members will be considered a preferred list.

If YOU have not returned the card that was sent you January 2, do it now! You owe this small service to the community, no matter what service you have been giving through the Chamber in the past.

The war is over! It was won by organization and co-operation of business men—back of the boys "over there."

NOW FOR KANSAS CITY, through a membership of at least five thousand.

MEMBERSHIP PLEDGE.

The success of the "NOW FOR KANSAS CITY" membership campaign depends on the number of workers—AB-SO-LUTELY! There will be no scarcity of prospects, but in order to safeguard the time of the busy workers it is planned to work only five half-days during the week of January 20. This means a comparatively small levy against the time of a large number of workers, but it calls for a large number to insure every prospect being seen.

Kansas City has "put everything across" that has been put up to it. Now let Kansas City put itself across for the future. A thousand more members in The Chamber of Commerce will go far towards doing it. These thousand can be gotten—easily—if the members who have been so generous and loyal with their time in war work campaigns will just see the necessity and opportunity for putting over a fine campaign FOR KANSAS CITY itself.

If YOU have not sent in the card that was sent you with the letter of January 4, do it today. The Membership Committee, backed by the Board of Directors, needs your help and you could not make a better investment of your time and effort than this for Kansas City.

SCHOOLEY

30% Discount on One
Large Lot of Office
Desks and Chairs

Both Phones
Main 510

DELEGATES TO FOREIGN TRADE MEETING.

The following delegates have been appointed by the Board of Directors to represent Kansas City at the Foreign Trade Convention of Mississippi Valley interests to be held in New Orleans, January 13-14: John Fennelly, N. N. Dalton, F. O. Cunningham, Jack Danciger, F. C. Vincent, P. E. Laughlin, J. F. Holden, R. D. Sangster and J. M. Guild.

How many of these will be able to attend depends on several things but Traffic Commissioner Sangster will attend representing jointly the Chamber of Commerce and the Board of Trade in the matter of transportation, while General Secretary J. M. Guild will represent the Foreign Trade Committee to gather and put into effect on his return whatever plans seem timely for the promotion of Kansas City's foreign trade in this readjustment period.

FOR SANE NEW YEAR'S EVE.

Although the Board of Directors did not adopt the resolutions submitted by the Kansas City Athenaeum for a New Year's eve celebration in harmony with the times, the Board nevertheless directed a communication to each one of the leading hotels as follows:

"To the Hotels of Kansas City:

"It has been suggested that the Chamber of Commerce join other clubs of the city in calling attention of the hotels to the demand for a moderate celebration of New Year's eve.

"The Chamber of Commerce wishes to add its voice to the request that the evening's enjoyment be observed in a sane and respectable manner; that all efforts on the part of the celebrant to make it an evening not in accord with the present sentiment of the people be frowned upon by the hotels and that this New Year's event go down in hotel history as one that reflected the true feelings of the people under the present conditions."

(Signed) B. A. PARSONS,
President.

INDUSTRIAL STATISTICS—Concluded.

This great inventory appears in this issue of The Kansas Citian. The Industrial Department already has requests for many additional copies. These are available in limited numbers but as they would constitute too cumbersome a form for general distribution the Department is preparing for immediate circulation a folder carrying all

CONTRIBUTE TO RIVER AND HARBOR WORK.

On recommendation of the Rivers and Harbors Committee and approval of the Board of Directors \$500 has just been sent to each of the National Rivers & Harbors Congress and the Mississippi Valley Waterways Association as part payment of Kansas City's quota of the expense of these organizations. Steps will be taken forthwith to raise as much more, as the payment now made is just one-half of what Kansas City must contribute, in order to bear its proportionate share in the promotion of improvement of the Missouri river and of traffic on the Missouri and Mississippi rivers.

In this connection it is proposed to give this work closer study and attention in the future and to that end Mr. E. M. Clendenning, Assistant to the President, has been assigned to that important work.

The machinery of the Chamber of Commerce is so constituted that any one man can set it going. A single member can place the entire organization back of any idea with merit.

1008-1010 WALNUT STREET

Nice light, airy room, 24x106; also room 46x106; elevator service; modern in every respect; if wanting space look at these.

PATTERSON & SANFORD
H. P. Main 3667. 1008 Walnut, 4th Fl.

SEND TO

SQUIRE ELECTRICAL CO.

FOR

**Electrical Repairs for
Everything Electrical**

of these figures.

The folder will cover traffic, schools, taxation, population, jobbing trade, factory output, new concerns, bank clearings, postal receipts, building permits, customs receipts, building associations, etc. This will be sent to every member with notice that it will be furnished in any quantity for outside mailing. It will afford splendid advertising for Kansas City.

NEW INDUSTRIES

Since the Armistice Was Signed

The Industrial Department reports six new concerns in the last month, of which three are here illustrated.



MILLER MANUFACTURING CO.

NEW home of the Miller Manufacturing Company, manufacturers of the Buck and Hawk Brands, pants and overalls, at 810-12 Broadway. This company has capitalization of \$750,000 with factories in Dallas and Ft. Worth, Tex., Memphis, Tenn. and Little Rock, Ark.

C. B. Miller of Dallas is President, Byron Miller, Kansas City, Vice President, J. P. Henderson, Manager of local plant. This will give employment to about 300 people.

CRANE CANDY CO.

THE Crane Candy Company of Cleveland, Ohio, Clarence A. Crane, President, have taken a twenty-year lease on this building at 1225-27 McGee Street. This company specializes in chocolates and fancy bon bons for drug and cigar store trade throughout the United States. Their goods will be made, packed and distributed from the Kansas City factory to their large and growing trade in the Southwest and to the Pacific Coast. At the start they will employ seventy-five people.



KINNEY-ROME CO.

LOCATION taken by Kinney-Rome Company, 2008 Baltimore Avenue, one of the largest manufacturers of metal beds and bed springs in the country, with factory and general offices 3601 South Racine Street, Chicago; also factories in Boston, Baltimore, New York City and Rome, N. Y.

F. E. Gratton, the Sales Manager, will have charge of this distributing house. He voices the opinion of his executives regarding possibilities of great development in their line of business in Kansas City territory and predicts the early building of a branch plant here.



STATISTICS SHOWING DEVELOP

	1880	1890
Assessed Valuation.....	\$13,358,950	\$79,410,000
City Receipts.....	\$201,809	\$1,025,000
City Expenditures.....	\$201,809	\$1,025,000
Municipal Debt.....	\$1,336,724	\$3,340,000
Building Permits.....	741	3,525
Cost Buildings Erected.....	\$1,813,841	\$4,248,505
Postoffice Receipts.....	\$123,953	\$748,401
Mail Matter Handled.....	8,331,347	119,979,686
Internal Revenue Receipts.....	\$102,751	\$2,036,533
*Banking Capital.....	\$1,050,000	\$4,870,000
Bank Clearings.....	\$50,730,000	\$775,264,813
Bushels Grain Handled.....	9,029,933	46,638,250
Packing Animals Slaughtered.....	570,019	4,679,967

† Increase in maximum weight of parcel post packages represents corresponding

* Includes surplus and undivided profit 1905 and subsequent years for Greater

§ Government restrictions on new building during 1918 responsible for decrease

KANSAS CITY'S FACTORY OUTPUT FOR 1918

Automobiles and repairing.....	\$ 20,150,000	Mattresses and beds	1,200,000
Bookbinding, blank books, loose- leaf ledgers, etc.	5,135,000	Millinery.....	1,125,000
Bread, crackers and bakery prod- ucts.	13,220,000	Mineral and soda waters.....	2,162,000
Brewery products.	4,800,000	Oils (crude and refined).....	195,985,000
Awnings and tents	3,125,000	Packing house products.....	231,150,000
Brick, tile, fireproofing, etc....	2,250,000	Paints and varnishes.....	2,650,000
Butter.	6,750,000	Pickles and vinegar.....	625,000
Car and general shop construc- tion.	5,275,000	Printing, publishing and allied industries.	18,130,000
Chemicals.	18,500,000	Roofing products (prepared)...	2,130,000
Clothing (men's and women's)..	9,135,000	Rope, twine, etc.	1,100,000
Confectionery.	3,950,000	Sheet metal products	3,500,000
Engines (gas)	2,500,000	Surgical appliances, artificial limbs, etc.	735,000
Flour and grist mill products...	31,125,000	Stock feed.	3,500,000
Furniture.	650,000	Scap.	51,295,000
Gas and electrical fixtures.....	1,800,000	Tinware.	2,735,000
Iron and steel products.....	12,975,000	Miscellaneous products not spe- cifically enumerated	5,120,000
Leather goods.	1,950,000		
Lumber and planing mill prod- ucts.	7,135,000	Total.....	\$673,567,000

OF KANSAS CITY SINCE 1880

1905	1914	1915	1917	1918
128,370	\$195,214,683	\$206,753,700	\$223,144,064	\$288,985,553
385,000	\$2,825,000	\$2,876,000	\$2,920,000	\$2,510,496
385,000	\$2,825,000	\$2,876,000	\$2,920,000	\$2,258,533
036,900	\$4,177,000	\$4,652,000	\$7,442,000	\$8,292,000
4,441	3,255	3,517	3,265	\$ 2,236
917,024	\$10,204,970	\$10,677,405	\$10,128,450	\$ 5,650,945
400,838	\$2,997,307	\$3,195,424	\$3,804,384	\$4,151,926
481,883	415,257,867	420,293,246	417,148,715	† 410,423,916
935,559	\$2,412,717	\$3,404,571	\$4,435,146	\$5,689,138
901,610	\$23,305,907	\$23,599,236	\$31,458,723	\$31,927,377
,905,556	\$3,015,810,567	\$3,835,061,547	\$7,662,813,933	\$9,940,881,940
,599,500	105,231,050	92,451,900	68,066,100	100,505,450
1,812,422	4,910,411	4,785,827	4,546,002	5,930,000

ase in number of pieces.
s City.

KANSAS CITY'S JOBBING TRADE FOR 1918

Automobiles and accessories ...\$ 67,468,500	Lumber. 35,256,000
Boxes, buckets and barrels (wood and paper) 1,500,000	Matches. 675,000
Builders supplies (brick, lime, cement, plaster and metal lath)..... 2,135,000	Milk and ice cream..... 3,725,000
Butter, eggs and poultry..... 22,500,000	Millinery. 3,115,000
Candy and chewing gum..... 1,235,000	Mineral and spring waters, etc.. 2,256,000
Cigars, cigarettes and tobacco.. 10,740,000	Musical instruments 2,387,000
Dry goods, furnishings and no- tions. 20,175,000	Paints, varnishes, etc. 8,235,000
Coal, coke and wood fuel..... 24,150,000	Paper (wrapping and straw board). 1,576,000
Chemicals, drugs and pharma- ceuticals. 15,375,000	Paper (writing and print).... 3,187,000
Electrical supplies. 5,500,000	Photo supplies 936,000
Flour and seeds..... 27,175,000	Physicians' supplies 1,127,000
Fruits and vegetables..... 25,495,000	Plumbing and heating supplies, etc. 7,800,000
Glassware and crockery..... 2,751,000	Shoes and boots 9,150,000
Groceries. 27,235,000	Stationery, novelties and office supplies. 1,875,000
Hardware (iron and steel prod- ucts). 13,500,000	Sporting goods 3,560,000
Hay, grain and straw..... 183,565,000	Sugar. 7,525,000
Hides, tallow and wool..... 10,293,000	Teas, coffees and spices..... 2,155,000
House furnishings and furniture implements (agricultural) 52,256,000	Twine. 3,135,000
Jewelry and notions 5,375,000	Wall paper 785,000
	Whiskey, wine, etc. 3,566,000
	Miscellaneous articles not spe- cifically enumerated 2,130,000
	Total.....\$629,701,500

106 New Concerns Came to Kansas City during 1918

WHILE a large number of the one hundred and six companies listed below just opened sales offices here, this is a step that usually precedes greater and more extensive activities. The fact that they chose Kansas City augurs well for its future industrial growth.

- Alexander-Conover & Martin Commission Live Stock. Branch of Chicago, Ill.
- Alfa Creamery Co., Creamery. Branch of Omaha, Neb.
- American Toy & Manufacturing Co.
- Andrews-Burton Co., Wholesale Tires, Sales office. Branch of Higbee, Mo.
- Appleton Mfg. Co., Implements. Branch of Batavia, Ill.
- Army Camp Supply Co., Sales office.
- Ash Grove Mills, Wholesale flour.
- Awbrey, S. C., & Co., Wholesale coal. Branch of Ft. Smith, Ark.
- Bailey Tire & Supply Co., Sales office.
- Bailey-Drake Co., Manufacturing agents. Branch of Chicago, Ill.
- Beggs Motor Car Co., Motor cars.
- Beyer Grain Co., Branch of Wichita, Kan.
- Bittel-Leftwich Tire Service Co., Branch of St. Louis, Mo.
- Brannock-Terrell Tire Co.
- Carter Macy & Co., Teas. Branch of New York City, N. Y.
- Case, George E., Wholesale fruit and produce.
- Chase, Chas. L., Shoes. Branch of Minneapolis, Minn.
- Chamberlin Metal Weather Strip Co. Branch of Detroit, Mich.
- Cleveland Metal Products Co. Branch of Cleveland, Ohio.
- Cleveland Tractor Sales Co. Sales office.
- Coleman Tractor Corporation, New plant.
- Concrete Engineering Co., Branch plant. Branch of Omaha, Neb.
- Cornell, W. G. Co., Plumbing, Heating & Lighting Contractor, Branch of New York City, N. Y.
- Crescent Oil Co., Oil wells, casings, etc.
- Crane Candy Co., Branch plant, Cleveland, Ohio.
- Deer Creek Creamery Co., Creamery. Branch of Atchison, Kans.
- Diamond Bros., Waists. Branch of New York City, N. Y.
- Dick, R. & J., Ltd., Belting. Branch of Passaic, N. J.
- Douglas Chemical & Supply Co., Sales office.
- Ellitt Fisher Co., Sales office. Typewriters. Branch of Harrisburg, Pa.
- Empire Tire & Rubber Corporation, Branch of Trenton, N. J.
- Fishback Co., Sales office. Flour. Branch of Indianapolis, Ind.
- Foco Oil Co. Branch plant of Franklin, Pa.
- Forbes, James H., Tea and coffee. Branch of St. Louis, Mo.
- Ford Roofing Products Co., Sales office. Branch of St. Louis, Mo.
- General Auto Parts Co. Sales office.
- Golden Star Polishing Mfg. Co. Sales office.
- Glidden Co., The, Varnishes. Branch of Cleveland, Ohio.
- Glover, J. C., Wholesale hay.
- Hardin Grain Co., Samuel. Sales office.
- Hardy Field Nursery & Seed Co., Sales office. Branch of Winfield, Kans.
- Harper, James A. Supply Co., Bakers supplies.
- Harr, B. & Co., Manufacturers mops and brooms.
- Hipple Grain Co., Grain.
- Home Remedy Co., Manufacturers.
- Hoyland, Geo. W. & Co., Wholesale flour.
- Imperial Casket Co., Manufacturers of caskets.
- Independent Harvester Co., Sales office. Branch of Plano, Ill.
- Joplin Marble & Tile Co. Branch of Joplin, Mo.
- Kansas City Black Leg Serum Co., Sales office. Branch of Denver, Colo.
- Kansas City Truck Body Mfg. Co., Manufacturers of truck bodies.
- Kansas City Wholesale Notion Co.
- Kaul Milling Co., Sales office.
- Kaw Valley Casket Co., Sales office.
- Kerr, J. C. & Co., Wholesale hay.
- Keystone Creamery Co. Branch sales office.
- Kinney Mfg. Co., Pumps. Sales office. Branch of Boston, Mass.
- Kinney-Rome Co., Bed springs and metal beds. Branch of Chicago, Ill.
- Lake Park Refining Co., Sales office.
- Lakin-McKey Mfg. Co., Overalls. Branch of Ft. Scott, Kans.
- Lewis Mfg. Co., Cotton goods. Sales office, Branch of Walpole, Mass.
- Larabee Flour Mills Corporation. General offices.
- Liberty Manufacturing & Sales Co., Auto accessories. Sales office.
- Lowry Lumber Co. Wholesale office.
- Martin & Kennedy Co., Wholesale implements. Sales office.
- Meyercoro Co., Sales office. Branch of Chicago, Ill.

(Continued on next page.)

RECEIPTS OF LIVE STOCK

AT KANSAS CITY STOCK YARDS FOR 1916-1917-1918.

YEAR	CATTLE	CALVES	HOGS	SHEEP	HORSES AND MULES	CARS
1916.	2,177,468	153,999	2,978,933	1,758,175	123,141	131,812
1917.	2,640,145	262,108	2,276,995	1,498,550	127,823	138,186
1918.	2,975,135	325,125	3,320,260	1,660,720	83,600	161,300

TRANSPORTATION STATISTICS.

UNION STATION

	1917	1918	Increase
Number of Tickets Sold.....	1,671,485	1,839,645	168,160
Revenue.	\$6,997,798	\$10,583,820	\$3,586,022

EXPRESS

	1917	1918	Increase
No. packages in and out of Kansas City.....	4,886,327	4,459,362	★
No. packages through Kansas City.....	4,837,464	4,666,722	★

INTERURBAN LINES

	1917	1918	Increase
Passengers in and out of Kansas City.....	2,962,060	2,985,054	22,994
Pounds of freight in and out of Kansas City..	77,464,000	105,410,000	27,946,000

★Decrease in number of packages but it is estimated that packages during 1918 were twenty-five per cent heavier than during 1917, so there is an increase in tonnage.

NEW CONCERNS—Continued.

Midco Tire Service Co. Sales office.
 Miller Mfg. Co., Overalls. Branch plant of Dallas, Tex.
 Miller, E. L. Mfg. Co. Sales office.
 Miller Petroleum Refining Co. General office.
 Motor Belt & Mfg. Co. Sales office.
 National Lumber & Creosoting Co., Sales office. Branch of Texarkana, Ark.
 Never-Tel Laboratories Co.
 Non-Kick Service Co., Manufacturing.
 Olson-Magee Co., General contractors.
 Omaha Refining Co., Sales office. Branch of Omaha, Neb.
 Operaphone Talking Machine Co. Sales office.
 Ottawa Milling Co., Branch office of Ottawa, Kans.
 Pan-American Lumber Co., Wholesale office.
 Pinewoods Lumber Co., Wholesale office.
 Poindexter Casket Co., Sales office.
 Pioneer Motor Co., Sales office.
 Propp & Zuin Produce Co., Wholesale.
 Pro-Tar Manufacturing Co., Sales office.
 Rader, Claude, Manufacturer of musical instruments.
 Robinson-Rodgers Co., Sales office.
 Rubberoid Roller Mfg. Co., Sales office.
 Schieren, Chas. A., Co., Leather belting.

Sales office. Branch of New York City, N. Y.
 Schwarz, S. L. Paper Co., Sales office. Branch of Chicago, Ill.
 Seaboard Flour Co., Wholesale flour. Branch of Boston, Mass.
 Security Panel & Door Co., Manufacturers.
 Service Caster & Truck Co., Manufacturers.
 Seward, R. V., Grain Co., Wholesale.
 Siple, L. L., Manufacturer of confections.
 Sodium Phenique Co., Manufacturers.
 Southwestern Paint & Varnish Co., Manufacturers.
 Stiffelman, Ben., Wholesale jewelry.
 Stock Yards Veterinary Laboratory Co., Manufacturers.
 Straus, S. W. & Co. Stocks and Bonds. Branch of Chicago, Ill.
 Tanner-Gross W. P. & Co., Wholesale Flour. Branch of New York City, N. Y.
 Tiblow Mills Co., Flour. Sales office.
 Tri-State Lumber & Shingle Co., Wholesale lumber.
 Turner Machine & Mfg. Co., Manufacturing plant and sales office.
 U. S. Rubber Co., Sales office. Branch of New York City, N. Y.
 Updike Grain Co. Branch of Omaha, Neb.
 Wolfley Auto Co., Sales office. Branch of Hiawatha, Kans.

UNAUTHORIZED SOLICITATION OF FUNDS.

It is opportune at this time to call attention to the ever present nuisance and evil of unauthorized solicitation of funds for various organizations.

The members of the Board of Trade have always been generous in subscribing to funds raised by railroad employes' organizations, and other organizations, but it is discovered that in many cases the solicitation was totally unauthorized being nothing but a rank swindle, profiting only the solicitors who netted substantial sums of money. The bulletin of the Board of Trade is reproduced below for the information of Chamber members generally who no doubt have had the same experiences.

Board of Trade,
Secretary's Office.

To Members: Our members are often solicited for funds for Local Orders of Railway Station Men, Train Men, Yard Men, Switchmen, Clerks, etc., and it has come to the knowledge of our Directors, that in many instances the solicitors are not what they represent themselves to be.

Solicitors often appear singly and in pairs, presenting documents that have the appearance of regularity.

It is strongly recommended that great caution should be used, taking the names and addresses of the solicitor or solicitors and the company by whom they claim to be employed, so that members may be thoroughly satisfied before subscribing that the object is a worthy one, and that the solicitor or solicitors are duly authorized to make solicitations.

BY ORDER OF THE DIRECTORS,
E. D. BIGELOW, Secretary.

WIND-UP WAR INDUSTRIES BOARD.

The identity of the War Industries Board as such ceased on January 1. Many of the divisions and sections have already completed their work and have disbanded. Most of the others will wind up their affairs immediately. Certain activities of the Board which should not be permanently dispensed with will be turned over to other departments of the Government to administer.

The powers and duties of the Division of Planning and Statistics will be taken over by the War Trade Board.

The functions and powers of the Wool Division will be taken over by the Bureau of Markets of the Department of Agriculture.

The Price-fixing Committee will continue to function until such of the prices already fixed shall have expired.

FOOD ADMINISTRATION STILL EXERCISING ITS FUNCTIONS.

Partial demobilization of the Food Administration and the withdrawal of many of its rules and regulations have given the impression in some quarters that all activities have ceased or are shortly to cease. This is not the case. The act imposes upon the administration certain obligations which continue until presidential proclamation releases the Food Administration from the terms of the act and particularly the obligation to curb profiteering and speculation in licensed food products. This function must continue to be performed, and there is no intention of relaxing in this direction.

Principal Rules Still in Force.

It has been possible, now that peace is assured, to cancel many requirements for reports and many of the details of the regulations, but the profit margins and rules have been for the most part retained, and will be enforced by revocation of licenses and other appropriate penalties.

It is expected that it will be possible from time to time to remove certain commodities from the license list, but this will be limited to commodities which do not seem likely to be subject to possibility of speculation and profiteering.

GOVERNMENT TRUCKS AND AUTOMOBILES HELD.

The Director of Munitions contradicts the statement in the newspapers to the effect that the Government intends to put on sale at once all trucks and motor passenger cars that are not being used in the service. The fact is that all trucks owned by the Government will be needed in the service for some time to come. In the disposal of surplus property every care will be taken to see that it is sold in a manner best adapted to cause as little disturbance to the trade as possible.

ALIEN ENEMY RESTRICTIONS MODIFIED.

On December 23 the Department of Justice issued a statement to the effect that on and after Christmas day, the Attorney-General, by order of the President, would discontinue the enforcement of all regulations effecting the conduct of German alien enemies, except those restrictions which apply to those entering into and departing from the country and those affecting the power of internment.

LEST WE FORGET—Last year at this time, when the coal situation was acute, it was a Chamber of Commerce committee working with the Fuel Administration that prevented the closing of any plants.

Traffic and Transportation.

FORMS FOR FILING CLAIMS.

Shippers may continue use of their individual forms in filing claims against the carriers until their present supply is exhausted before securing a supply of the standard forms.

This is a ruling of Manager Howard of the Claims and Property Protection Section of the U. S. Railroad Administration in reply to complaints that to require shippers to immediately adopt the standard forms would entail waste of individual claim forms on hand.

Shippers who have claim forms which are part of their bookkeeping systems which they do not wish to discontinue the use of, can comply with the orders of the Director-General by filling out a standard form and attaching to their claim in addition to their private form.

Many Kansas City firms are interested in this ruling.

ABOLISHING SAILING DAY PLAN.

The Department of Traffic has filed with the various regional directors, formal request for the abolishment of the sailing day plan of handling less carload freight now in effect from Kansas City.

The sailing day plan insofar as it limits or controls routing of freight via specific railroads to common or junction points is not objected to, but the plan under which Kansas City shippers must forward their less carload freight on two or three days per week is and has been highly objectionable and discriminatory against this city, because other competing points at and east of the Mississippi River, are not so limited.

In this territory where there is a large empty car movement westbound it seems a short-sighted policy to handle merchandise on the sailing plan, and it is costing the railroads and the public in the way of delays and loss and damage claims more money than would the movement unrestricted by the plan.

While the plan might be effective in congested localities, it does not seem to be adapted to this territory of long-haul less carload movements.

NEBRASKA RATES.

The Omaha Freight Traffic Committee has placed on its docket for early consideration the subject of the proposed readjustment of class rates between the Missouri River and Nebraska jobbing points, and between foregoing points and all points in Nebraska.

This is the old controversy which has existed for four years, brought about by the action of the Nebraska Railroad Commission in promulgating a mileage scale of state rates, which disrupted the rate relationships from Interstate Missouri River points to points in Nebraska. Kansas City and other Missouri River points filed complaints before the Interstate Commerce Commission, which were tried, and the Commission in its opinion promulgated a distance scale with permission for the carriers to make equalizations, but which was never done on account of the pendency of an injunction which prohibited the changing of the rates.

The Department has requested notification of the date the matter will be considered to present Kansas City's claims.

TRAFFIC THROUGH KANSAS CITY.

In a comparative statement issued by the Director General showing amount of traffic handled by federal controlled lines through twenty-five of the more important terminals, it is shown that for the week ending November 23, 1918, 9,236 cars of a total of 214,404 tons were handled through Kansas City, as against a total of 8,846 cars of a total of 203,432 tons for the same period last year.

Kansas City stands eleventh in number of cars and thirteenth in tonnage.

For the entire twenty-five terminals the number of cars decreased 12 per cent, and the total tonnage 8.94 per cent. The average tons per car was 33 in 1918 against 32 in 1917.

DESTROYED FREIGHT.

The various regional directors have issued instructions that whenever freight is destroyed, by fire, etc., the shipper and consignee are to be notified immediately, to enable them to make duplication, or other arrangements, necessary.

CAR EFFICIENCY—INTENSIVE LOADING.

Weighing and inspection bureaus are instructed, since the abandonment of local car service section committees, to forward reports of light loading to terminal and federal managers, sending duplicates to the Car Service Section of the Railroad Administration, who will continue its efforts to closely supervise loading of all commodities so that demands for service may be met at all times.

COLLECTION BUREAU DISAPPROVED.

The Council of the Department of Traffic, at its last meeting, adopted a resolution disapproving the Kansas City Railway Clearing House Association, stating that it should be abolished and the collection of freight charges be handled by each road separately. Copies of the resolution have been forwarded to officials of the United States Railroad Administration.

The resolution follows:

WHEREAS, the Kansas City Railroad Clearing House Association has been in operation in Kansas City some four and one-half years, and

WHEREAS, the experience of shippers who pay large amounts of freight charges through the Collection Bureau, has demonstrated that the system of joint collection of freight charges leads to friction and misunderstanding between the railroads and their patrons and works to the advantage of the carriers and to the disadvantage of the public in important respects. Therefore, be it

RESOLVED, by the members of the Council of the Department of Traffic of the Chamber of Commerce of Kansas City, Missouri, that the Kansas City Railroad Clearing House Association in principle, is impracticable as a means of collecting railroad freight charges, considering the mutual interest of the railroads and their patrons, from the results under the practical administration thereof, and that it is the sense of this body that the same should be abolished, and the collection of freight charges be handled by each individual road separately.

TRAFFIC DEPARTMENT—Continued.

MILEAGE SCALES.

The impression that the mileage class scales devised by the U. S. Railroad Administration may never be set down by the Commission for hearings is becoming a conviction, says the Traffic World of December 28th. It is now over two months since the scales were submitted to the Commission and more than a month since the Commission has communicated with the Director-General on the subject, in which Commissioner Daniels stated that the substitution of distance as a basis for the class rate scales would generally and materially alter the long-existing relationships of rates to and from competing points, and inasmuch as the Railroad Administration has distributed the scales to interested parties for study and submission of views, the Commission has not thought it wise to enter order instituting formal investigation.

COMMODITIES FOR MOVEMENT FROM SIBERIA.

The Missouri Pacific Railroad advises that the following list of commodities is available for movement from Vladivostok to the United States. There is available a limited amount of ocean tonnage for movement of the commodities to the Pacific Coast:

Sulphur	Sheep and lamb skins
Licorice root	Calf and kip skins
Oil cake	Goat and kid skins
Horse or colt or ass skins	Heavy cattle skins
Grass seed	Carbonate of potash matter
Clover seed	Saltpeter
Millet seed	Antimony metal
Lucerne seed	Horse hair
Fur skins	Bristles
Sausage casings	Hairy vetch seed
Animal ivory	Sugarbeet seed
Whalebone	Platinum
Beans and lentils	Tin and tin concentrates
Butter	Camel's hair
Flax fiber	
Flaxseed or linseed	

RATES AUTHORIZED.

Authority 3286.—Authorizes on peanut and coconut oil same transit privileges at Kansas City, Chicago, etc., as now in effect on Soya Bean Oil.

NEW STORAGE AND DEMURRAGE CODE.

A new storage and Demurrage code will become effective on the Federal controlled lines February 15. Also effort is being made to make the code also effective the same date on non-federal controlled lines.

The new code contains many changes in rules, which in the main have been agreed to in conferences between the American Railway Association and a committee of the National Industrial Traffic League.

No change in charges is proposed.

NEW MEMBER OF THE I. C. C.

Joseph Bartlett Eastman, a member of the Massachusetts Public Service Commission, has been appointed to fill the vacancy on the Interstate Commerce Commission, occasioned by the resignation of Commissioner Anderson who is now on the Federal bench in Massachusetts.

REFRIGERATION TARIFF.

The Railroad Administration has prepared "Perishable Freight Tariff No. 1," which will be issued by Agent Morris. Rates are carried for L.C.L. refrigerator service and heater car service.

L.C.L. refrigerator rates start at 13 cents per cwt. for 100 miles or less, and increase 3 cents each 100 miles up to 400 miles, after which the increase is 2 cents for each 200 miles.

Rates for heater cars start at 10 cents for 100 miles, and advance 1 cent for each additional 100 miles up to 1,000 miles. Above that distance the advance is 1 cent for each 200 miles.

Rates will apply between October 15 and April 15.

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TRAFFIC DEPARTMENT—Concluded.

SUBJECTS BEFORE FREIGHT TRAFFIC COMMITTEES.
KANSAS CITY COMMITTEE.

Docket 472—Proposed to readjust rates on crude gypsum and gypsum rock by advancing rates in effect June 24, 1918, one cent per 100 pounds. (Jan. 14).

Docket 473—Proposed to revise rates on coal foundry facings, coal facings, coal and coke dust and coke breeze C. L. to basis of soft coal rates as minimum from St. Louis, Peoria, Chicago, etc., to points in Kansas and Oklahoma, shown in W. T. L. Tariff 53-D. (Jan. 14).

Docket 475—Proposed to establish rate $21\frac{1}{2}$ c per 100 lbs. on sulphuric acid, C. L. from Kansas City to Potwin, Kan. (Jan. 14).

Docket 476—Proposed to establish rate $12\frac{1}{2}$ c per 100 lbs. on canned milk, C. L. between Kansas City, St. Joseph, etc., and points taking same rates and Council Bluffs, Hamburg, Ia., Omaha, South Omaha, Nebraska City, Neb., and points taking same rates. (Jan. 14).

Docket 479—Proposed to establish on coal briquettes, C. L., from Kansas City to Chicago rate of \$3.30 per net ton and to intermediate Iowa points, rate of \$2.30 per net ton minimum weight 40,000 lbs. (Jan. 14).

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Kansas City, Mo.

Stocks, Bonds and Securities

Member K. C. Stock Exchange

ST. LOUIS COMMITTEE.

Docket 277.—Proposed to increase arbitraries, used in making rates on articles taking higher than lumber rates, 25 per cent disregarding the 5c maximum increase prescribed by General Order No. 28. (Jan. 14.)

Docket 279.—Emergency. Proposed reduction in rates on pig iron, brick and moulding sand C. L. from Memphis, Tenn., St. Louis, Mexico, Mo., etc., to Miami, Okla. No adjustment proposed from Kansas City.

DALLAS COMMITTEE.

Docket 430.—Proposed to cancel item 976 S. W. L. tariff 2-G applying on canned goods, rates named in items 966 and 970 to be applied in lieu thereof. (Jan. 9.)

Docket 509.—Proposed to apply on aluminum and tinware premiums with grain products the rule now applicable on other premiums as per note 4 item 1-G, S. W. L. tariff 32-Q. (Jan. 9.)

NEW EXPORT

LICENSE ON SAMPLES.

According to the War Trade Board the old regulations on export of samples are withdrawn. Exportation is now authorized without individual license of any commodity or advertising matter whether by mail, freight or express.

Full details are available at the Chamber of Commerce to anyone interested.

Ask the man who isn't a member of the Chamber if he is a citizen of Kansas City or just lives here.

Need Envelopes? Write Phone Berkowitz

ADDRESS SAVER CATALOGUE ENVELOPE COMMERCIAL FOR EXTRA HEAVY MAIL

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The War is Over!

Kansas City Helped to Win It!

NOW for Kansas City!

to make it forge ahead,
particularly along Industrial lines.

The Bi-Weekly Luncheon

Wednesday, January 8,

will be an Industrial Meeting at which
will be told what the Industrial Department
is doing for Kansas City

Mr. Joseph F. Porter

President Kansas City Light and Power Co.,
will tell of Kansas City's future prospects along
Industrial lines, and particularly the part
that electric power will play.

Every member interested in the Industrial
advancement of the city should attend.

Francis I Room, Hotel Baltimore,
12:15 o'clock, Wednesday, January 8.

U.S.
AN

UNIVERSITY OF KANSAS LIBRARY

THE KANSAS CITIAN

Special Membership Campaign Issue

VOL. VIII

KANSAS CITY, JANUARY 14, 1919

NO. 2

"Chamber of Commerce Week" Jan. 20-25



JOIN

THE KANSAS CITIAN

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(FORMERLY THE COMMERCIAL CLUB)

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"CHAMBER OF COMMERCE WEEK."

Next week is "Chamber of Commerce Week" in Kansas City, and every member is urged to so consider it.

Kansas City has had its Liberty Loan Week, Red Cross Week, Salvation Army Week, etc. It is now proper that the Chamber of Commerce should claim one week, for readjustment of the relations of business men to the affairs of the community. This is one step, and a big and important one, in the new era that confronts business generally. While they are all talking about reconstruction and readjustment they must realize that, like charity, readjustment begins at home.

This is a matter that members and prospects alike should consider. Members should see to it that every support is given to the effort to increase the membership. The prospects should be quick to recognize that while the business interests of Kansas

FOR ALL OF KANSAS CITY.

In connection with membership work, it is frequently asked what is the Chamber of Commerce doing for the small merchant, or other interest, located at the outskirts of the city. The answer is that nothing the Chamber of Commerce is now doing through any of its departments is limited in its benefits to any class or section of the city.

The Chamber, like other up-to-date chambers of commerce, is working for all of the city all of the time, and while the wholesaler, manufacturer, retailer, are the classes contributing most to the organization, any other interest geographically more remote from the center of the city.

City have been so far safeguarded by the present membership it is now up to them to come in and share the burdens and responsibilities of the future.

5,000 THE GOAL.

THE future of Kansas City rests with The Chamber of Commerce.

The Chamber has assumed the responsibility, co-operating with other organized agencies. It is the only city-wide body embracing all interests.

What the Chamber is able to do depends upon the financial support and personal co-operation of the business men of Kansas City.

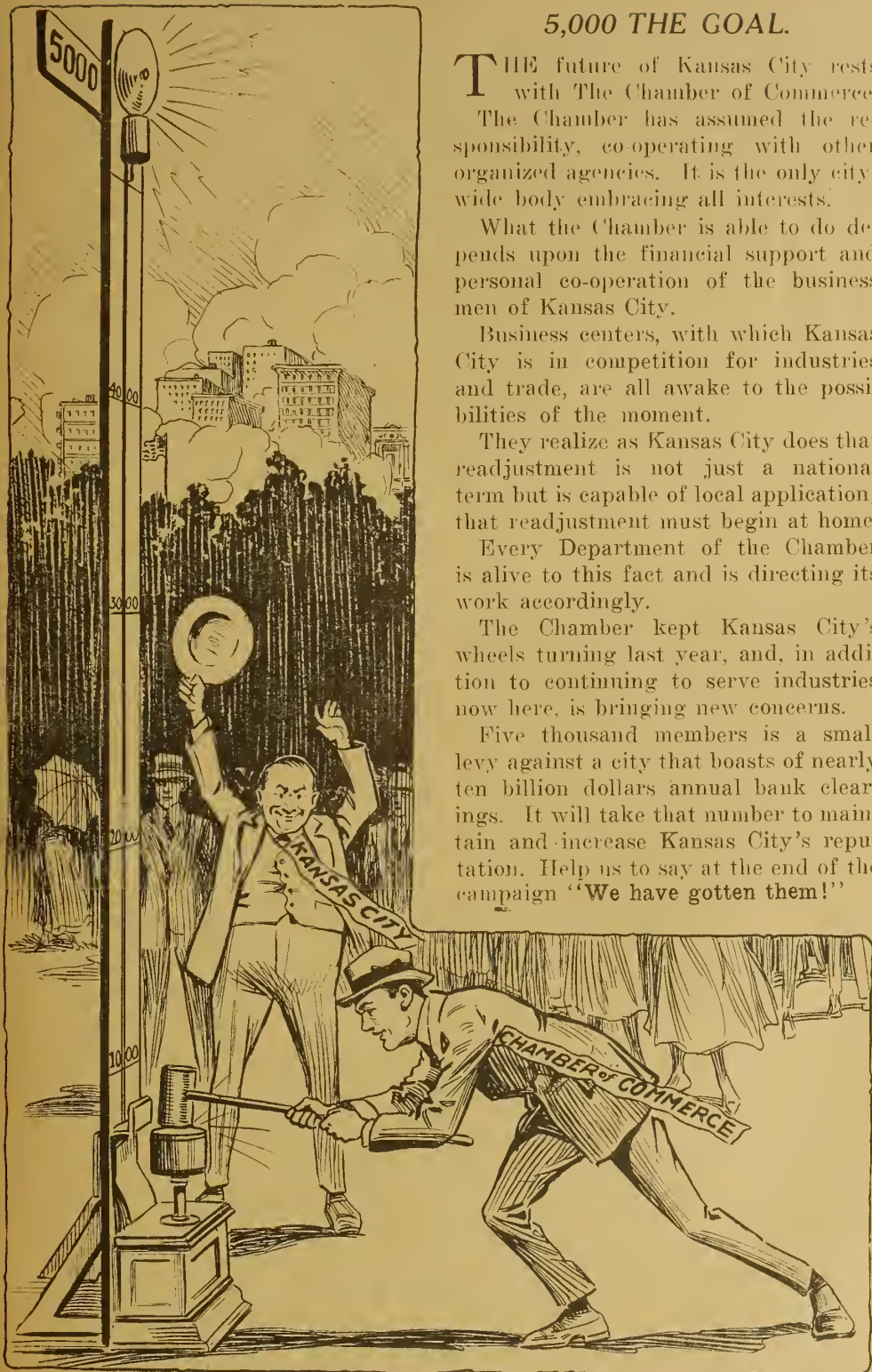
Business centers, with which Kansas City is in competition for industries and trade, are all awake to the possibilities of the moment.

They realize as Kansas City does that readjustment is not just a national term but is capable of local application; that readjustment must begin at home.

Every Department of the Chamber is alive to this fact and is directing its work accordingly.

The Chamber kept Kansas City's wheels turning last year, and, in addition to continuing to serve industries now here, is bringing new concerns.

Five thousand members is a small levy against a city that boasts of nearly ten billion dollars annual bank clearings. It will take that number to maintain and increase Kansas City's reputation. Help us to say at the end of the campaign "We have gotten them!"



THE 14 POINTS.

President Wilson's

- I. Open Covenants of Peace
- II. Freedom of the Seas
- III. Removal of Economic Barriers
- IV. Reduction of Armaments
- V. Establishment of Colonies
- VI. Evacuation of Russia
- VII. Restoration of Belgium
- VIII. Return of Alsace-Lorraine

Kansas City Chamber of Commerce Version.

Just Legislation

The best local "covenants of peace" that Kansas City can have are just and equitable laws. For these, including taxation measures, the Chamber of Commerce has provided a Legislative Committee to safeguard Kansas City and its interests.

River Navigation

The Chamber of Commerce champions "absolute freedom of navigation" on the Missouri River, in the interest of lower transportation charges, and is backing the movement for a big merchant marine for foreign trade.

Industrial Development

"Removal, as far as possible, of all economic barriers and the establishment of an equality of trade conditions" is the purpose of the Chamber in promoting the interests of wholesalers and manufacturers, and in bringing industries which prior to the war were considered foreign to this section.

Gas Problem

The Chamber's activity in the gas problem, which has almost as many obstacles as the reduction of armaments, was most responsible for this winter's gas supply, in contrast with last year when the "point consistent with domestic safety" was not possible.

Publicity and Conventions

Through truthful presentation the Chamber of Commerce advertises Kansas City to the world, in its publicity, retail and convention work, recognizing that "the interests of the population concerned" will be best served by Kansas City's superior retail business, residence and convention advantages.

Agriculture

One of the "questions affecting Russia" is agriculture. This is being met by the business men of Kansas City who believe in the extension of their influence to develop the great agricultural empire surrounding Kansas City by team work in production, marketing and good roads.

Local Charities

While responsive to Europe's every appeal Kansas City has not overlooked its local charities. The Chamber of Commerce consolidated twenty-four charity soliciting campaigns into one and is disbursing \$300,000 this year through its charities' committee as a "healing act."

Returning Soldiers

The Chamber of Commerce has been asked to assume the responsibility for receiving and welcoming returning soldiers. This must cover not only outward appreciation of what these men have done to restore "the peace of the World," but proper provision for their assimilation into the business life of the community.

THE 14 POINTS—Continued.

President Wilson's

Kansas City Chamber of Commerce Version.

IX. Readjustment of
Italian Frontier

Trade Extension

"A readjustment of the frontiers" of Kansas City's trade territory is evidenced in plans under way for a big trade extension trip by the wholesalers and manufacturers this summer, and various short trips for cultivation of acquaintance in nearby territory.

X. Austria-Hungary
Autonomy

City Charter

The people of Kansas City whose place among the cities "we wish to see safeguarded and assured, should be accorded the freest opportunity of autonomous development," by revision of the State Constitution and City Charter.

XI. Integrity of Balkan
States

Railroad Situation

What to do with the railroads is a pressing question that the business men of America would solve by immediate restoration, "by friendly counsel along historically established lines."

XII. Turkish Sovereignty
Open Dardanelles

Health and Welfare

The new creed of business adopted by the National Chamber of Commerce recognizes human welfare as an essential to industrial success and community development. "Undoubted security of life" was the Chamber's object in leading the recent fight against influenza, and will be its continuing policy.

XIII. Independent
Polish State

National Affairs

Business men find "an economic independence" necessary. Without organization they command no effective recognition at Washington. By affiliation with the National Chamber of Commerce their voices are effectively heard, the local Chamber being the interpreter for the Federal Government on national issues affecting local business.

XIV. League of Nations

NOW for Kansas City

As President Wilson advocates "a general association—for the purpose of affording mutual guarantees"—so The Chamber of Commerce advocates a "general association" of 5,000 "intimate partners," united in interest and purpose, to secure to Kansas City whatever is desirable and attainable for the community, through combined effort and organized intelligence.

HELP MEMBERSHIP COMMITTEE.

When the Membership Committee and its aides get out the week of January 20-25 for that additional thousand members, President B. A. Parsons asks that every member be ready to give the Committee every assistance possible.

There will be instances where a committee without such assistance cannot land some particularly desirable prospect, who could probably be secured easily through the interested cooperation of some third party. This call is made for such cooperation.

BUSINESS AND GOVERNMENT.

The requirements of reconstruction demand that not only for patriotic reasons but for the best of selfish reasons, every respectable business executive keep constantly abreast of the events and tendencies in business and Government that will enable him to direct his business with intelligence and foresight.

The Chamber of Commerce is an institution that interprets the national viewpoint to common sense local business men.—Nation's Business.

Could You Hire Them?

HAVE you ever scanned the list of officers of the Chamber of Commerce of Kansas City and put down what you thought you would have to pay them, in case you could employ them to do the work they are doing for Kansas City and for you? These officers are giving a public service that isn't easy to duplicate. Consider the time that these men are giving; their efforts, the obstacles they have overcome, and the service rendered. Then ask yourself, what have you done?

If you will study the organization and its various departments, you will find a structure that these men and their predecessors have builded and that it is a mighty good job; that it has been well done, a structure whose parts have been placed with care and judgment. If you look further you will find that it is the result of continuous thought and application for many years, a fruition of the ideas of business men.

As to the future, the Chamber of Commerce must go on with an ever-increasing program as the result of keener competition resulting from the war. It must go over with better results and bring about greater accomplishments.

To do this, it must have generous support, active participation, more personal service with increased human energy behind it. These are the things that YOU can give. If Kansas City is to push ahead in the new era that is now opening, the business men of Kansas City must respond more than they have before.

IMPORTANT NOTICE.

THE Headquarters of The Chamber of Commerce Membership Campaign Week Has Been Established in PARLOR C, Hotel Baltimore, for the week of the campaign, Monday, January 20. Full details of campaign can be obtained any hour and time there.

CHAMBER MEMBERS ARE PUBLIC LEADERS.

Of the one hundred and ninety-seven men chosen as members of the Executive Committee and Advisory Committee of the Liberty Memorial Association, one hundred and fifty-seven are members of the Chamber of Commerce.

According to a statement made in the newspapers when these committees were announced, these men were chosen with greater care than has been exercised in making up similar lists. The selection was reported to have been the work of a number of men for many hours at several meetings and conferences. They, therefore, may be assumed to be the select of the city for a responsible public service.

Of the forty who are not members of the Chamber, an analysis shows that only five are really what would be considered strictly eligible as Chamber of Commerce membership material. Five out of one hundred and ninety-seven! Only two and one-half per cent of the total, the others being public officials, educators, clergy, men in military service not now at home, labor representatives, etc.

Isn't this analysis a splendid argument for Chamber of Commerce membership?

ORGANIZATION.

Never was the value of organization more apparent than today when communities have to deal with, all at once, practically every kind of a problem that could possibly be raised. Whereas a year ago armies were being recruited for military purposes, today armies are being mobilized for commercial warfare.

There will be no peace conference, between cities, but the keenest kind of competition for supremacy. The city that is best organized or most aggressive will be the winner. It is up to Kansas City to organize stronger than ever, not only for defensive purposes but for the most strenuous period in its history, to the end that its present business prestige be not only maintained but greatly enhanced.

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Membership Roster

FOR the benefit alike of members and prospects there is published in this issue a complete roster of the membership of the Chamber of Commerce. The member will find it useful for reference to determine who are and who are not members. The prospect should scan it with care to note the caliber of men who constitute Kansas City's commercial army.

The publication of this list in this issue was an afterthought of the Publicity Committee, which is helping the Membership Committee. It was very hastily gotten out. Should there be any mistakes or omissions members are asked to report them in writing to the Secretary.

NOTE: Star indicates members of the Chamber in uniformed service of the Government

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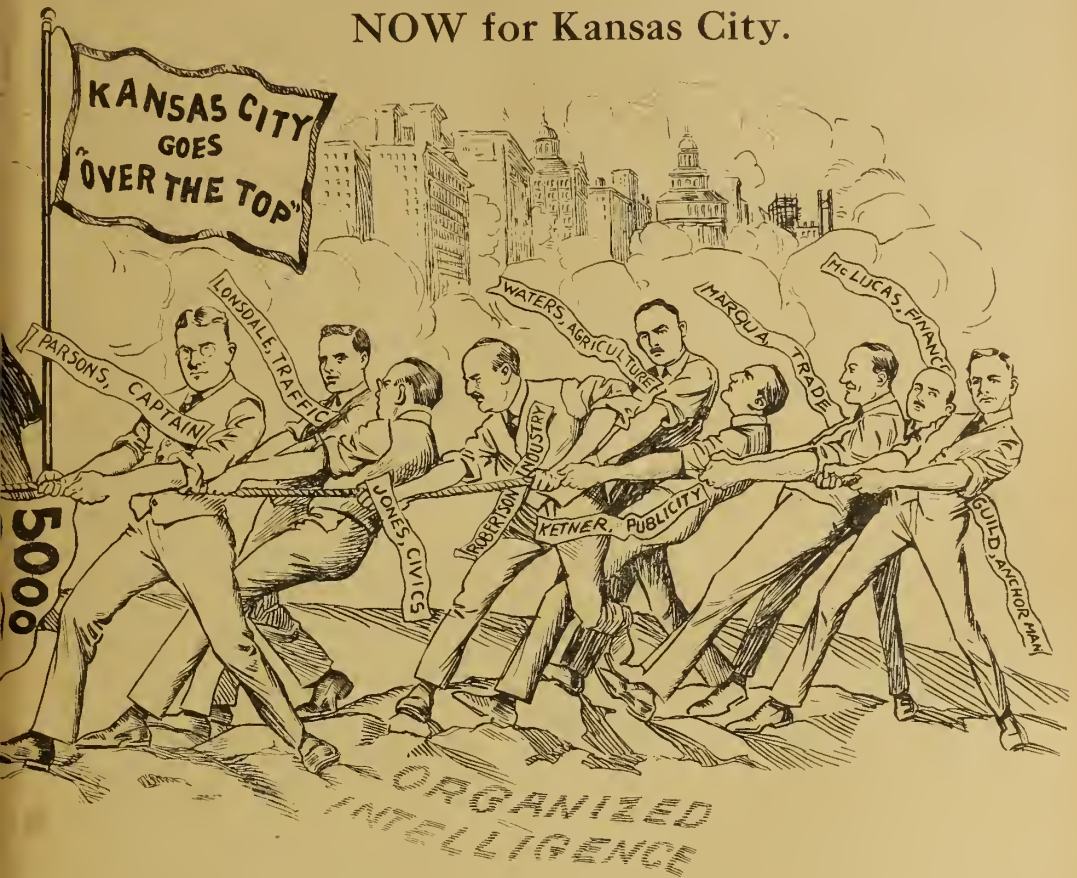
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SERVICE.

With peace has come new and complex problems. For over a year the Chamber of Commerce has been a clearing house for local war activities, especially those pertaining to industry. For these it had to equip itself to meet its responsibilities, depending upon its members for loyal support.

The war job is over. But instead of returning to pre-war conditions the activities of peace times are found to have taken on new aspects. What were then normal activities have taken on a different form. All of these are before the Chamber today—problems never before anticipated. They call for readjustment of conditions that are more difficult than the war problems were.

The Chamber of Commerce is the only organization to deal with them and it in turn must depend on those who have given the Government such splendid support in all of its war work.

While the war was on the Chamber gave its full thought to the country's needs, devoting its facilities to campaign work, to war industrial activities and to agricultural, civic and transportation needs.

Now Kansas City is going to give thought to its own affairs. It must. And the man who now refuses to his home community what he has given to his country—financial support and personal service, is losing the valuable lesson of the war—service.

THAT REAL SMOKER.

When the Young Men's Division of The Chamber of Commerce set forth to arrange for a "Smoker" it can be safely set down as an accomplished success. The next event will partake of special and attractive features to insure a good big attendance.

The time is Friday evening, 7:30 promptly; place, the Francis I room at the Baltimore Hotel, and the program is in charge of Chairman of Entertainment, W. A. Osgood, and his assistants, who will co-operate with Edward S. North, chairman of the membership committee, to make the best showing of features yet provided at a typical Y. M. D. Smoker.

While holding in coy reserve many surprises, yet in a general way this committee let it be understood that there will be big red apples and smokes galore, music and community singing, lead by Dr. Hiner; lively movies, plenty of good stories and some interesting talks. Everybody invited, and they want three hundred participants that night.

NEW CONDITIONS.

Only a permanent organization experienced in the problems of the war period and familiar with the new conditions in a community sense can accomplish what is now necessary for Kansas City. The Chamber of Commerce was the organization upon which the burden of war activities fell. It is now familiar with present conditions and the problems of the future for which a greater membership is needed.

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Brown, Frank
Brown, K. F.
Brown, L. A.
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WEDNESDAY, JANUARY 15**

**About the Position Occupied in Kansas City
By The Chamber of Commerce
And Its Relation to the Future Prosperity
and Commercial Growth**

**As a Practical Demonstration of Accomplished Results
These Eight Talks will repay you for your attendance**

THE SPEAKERS WILL BE

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President, Emery, Bird, Thayer Dry
Goods Company.

HOWARD A. FITCH
President, K. C. Structural Steel Co.

J. C. LESTER
Vice-President Ridenour-Baker,
Wholesale Grocers

DR. R. L. SUTTON
Physician and Ex-President Jackson
County Medical Society.

E. W. HOUX
President, K. C. Live Stock Exchange

HERBERT V. JONES
President, K. C. Real Estate Board

FRANK P. SEBREE
Lawyer.

W. T. KEMPER
Banker

B. A. PARSONS
Vice-President Chamber of Commerce

FRANCIS I ROOM, HOTEL BALTIMORE, 12:15 o'clock.

"THE BIG DOIN'S"

**The Membership Campaign Week
S M O K E R**

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THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 3

KANSAS CITY, TUESDAY, JANUARY 21, 1919

Five Thousand
Men Needed!

A CALL TO ARMS

NOT for an Aggressive, Cruel War
But for Peace and Prosperity

For an assurance of the future of our Kansas City, industrially, civically, socially, and with increased prosperity. A better city to live in.

The Membership Committee, with several hundred volunteers and drafted salesmen, goes forth this week to add over A THOUSAND NAMES to the Splendid Roster of the Chamber of Commerce membership. Lend a hand. The rallying slogan is

"NOW FOR KANSAS CITY!"

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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THE CHAMBER OF COMMERCE OF KANSAS CITY

(FORMERLY THE COMMERCIAL CLUB)

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CHAMBER HANDLES CHARITIES ACCOUNTS.

It may not be generally known, even among Chamber of Commerce members, that by direction of Chairman Andrew Young and through Treasurer W. S. McLucas and Secretary of the Charities Committee, H. H. Mathonet of the Chamber's staff, a fund of \$300,000 is being disbursed this year among the twenty-four charities covered in the recent Allied War Work and Charities Campaign.

Something over \$47,000 of the \$200,000 so far received has already been disbursed, in the two months during which the Charity Chest plan has been in operation. This disbursement is made in the form of twenty-four checks made out to that many charities the beginning of each month.

This is evidence of further service to the community of which the public has little conception.

ORGANIZE FOR FOREIGN TRADE

WHILE Kansas City's representation at the Foreign Trade Conference in New Orleans last week was not comparable to Chicago, St. Louis, or Memphis, in numbers, it was fortunately more active. Mr. J. F. Holden, Vice President of Kansas City Railways Company, delegate of the Chamber, attended every session. Secretary J. M. Guild, the Chamber's other delegate, had to, as he was Secretary of the Conference and served also as Chairman of the Committee on Credentials and with the Resolutions and Permanent Organization Committees. Traffic Commissioner R. D. Sangster, representing jointly the Chamber and the Board of Trade, was a speaker on what foreign trade means to Kansas City and vice versa, when conducted through Gulf ports. He was also a member of the Resolutions and Permanent Organization Committee.

The Conference had been called mainly for the purpose of tying together and preparing a permanent organization of Mississippi Valley interests, for aggressive action in securing recognition of the Mississippi River and its tributaries as factors in transportation, by legislation and through railroad utilization for joint rates and service. Mississippi Valley interests organized with officers to serve until April 24, when the first annual meeting will be held in Chicago in conjunction with the National Foreign Trade Council.

Mr. John M. Parker, of New Orleans, was made President. The affairs of the Association will be directed by a Board of Directors composed of one man from each of the twenty states in the Mississippi Valley watershed, but the details will be looked after by an Executive Committee of ten, consisting of a President and Treasurer, and a vice president in each of the eight zones into which the valley has been sub-divided. These vice presidents are:

W. P. Ross—New Orleans
Joseph Newburger—Memphis
J. C. Fennelly—Kansas City
F. Ernest Cramer—St. Louis
Charles H. Hinch—Cincinnati
H. H. Merrick—Chicago
F. C. Waterbury—Des Moines

C. C. Bovey—Minneapolis

Mr. Fennelly is Chairman of the Chamber of Commerce Foreign Trade Committee, and a prominent grain exporter.

For actual and immediate accomplishments, twelve committees were appointed, and here again Kansas City was in evidence. Mr. Sangster was made Chairman of the Transportation Committee, probably the most important of the entire twelve. This committee will deal with transportation, both water and rail, between points in the Mississippi and Missouri River Valleys and Gulf ports, directing its efforts towards the development of port and dock facilities, and report to the Association for concerted action to secure whatever is necessary.

The meeting was a wonderful gathering. Forty cities in thirteen states were represented by more than two hundred present.

A committee on by-laws will work out what will be best in that direction. In the meantime, to defray immediate expense and permit of immediate work, a working fund of \$10,000 will be raised by calling upon a few of the leading organizations to advance \$100 each, on the dues they will be assessed later.

One of the outstanding features of all the talks was that in everything that the Congress wants, the Mississippi Valley has always been called upon for big assistance but that to date the Valley has had mighty little help or encouragement. This the Valley will now demand instead of asking on the ground that Congress is for all of the country and not just the Atlantic and Pacific coasts when it comes to shipping and exports. That the old idea of the country running only east and west will be violently upset and demonstrations made that there is a practicable and invaluable north and south route for shipping and exports that must be utilized.

One of the practical results of the meeting, is that for the first time all of the more or less conflicting interests of the cities of the Mississippi Valley, have been brought into harmony.

A NEW FOLDER.

A folder compiled and published by the Industrial Department of Kansas City statistics for the year 1918, covering traffic, schools, taxation, population, jobbing trade, new concerns, bank clearings, factory output, postal receipts, building permits customs receipts, Liberty Loan record, war col-

lections, etc., was mailed out to the Chamber's membership Thursday.

A great many Kansas City concerns will undoubtedly want to use these statistics as mail inserts to advertise our city. They can be obtained from the Industrial Department at a price of \$1.25 per 100, which covers the cost of printing.

An Interesting Account of MR. FITCH'S ADDRESS

At the Weekly Noon Luncheon of The Chamber of Commerce
To Inaugurate the Membership Campaign

WHY should a Manufacturer join the Chamber of Commerce? The same reasons that apply to any man in any business apply equally to the Manufacturer, and vice versa, said Mr. Fitch.

Why do any of us belong to commercial organizations? Why are Chambers of Commerce formed? Chambers of Commerce are formed for the purpose of doing those things, from a Business and Civic standpoint, which can best be done collectively, rather than individually.

There are three motives which impel men to organize, or to join Chambers of Commerce—Business Interest, Civic Pride, and Personal Ambition. Or, in other words: Selfishness, Altruism, and Egoism.

It does not detract from the standing of any man that his first and strongest motive is business interests, or selfishness, any more than it detracts from a man whose first impulse is to obtain food and clothing and housing for himself and family.

Manufacturers may be divided into two groups: those who are "coming" and those who have arrived. Those who have arrived, if they have in fact arrived, already are members of the Kansas City Chamber of Commerce.

For a moment let us think of those Manufacturers who may have just entered the race, our infant industries. Why do we ask these people to join the Chamber of Commerce? Why do we make such an effort to persuade them to join? Primarily because the infant factory is a favorite child of Kansas City—a child of promise for future strength and prosperity.

It is a privilege indeed for any industry to be able to enter the fold of the Chamber of Commerce so easily and so welcome. It is one of the advantages of Kansas City that there is provided this great organization, with its industrial machinery, for the advancement of the business prosperity of the community.

An infant industry is not financially strong. It is proper that they should be conservative and cautious. Fifty dollars per year sometimes seems a large amount to a small concern. I personally believe that no concern with any future prospects can afford not to be a member of the Chamber of Commerce. I will list briefly some

of the direct benefits to be derived therefrom:

- Publicity,
- Acquaintanceship,
- Traffic Information and Advice,
- Industrial Information,
- Industrial Help.

Publicity—No man lighteth a candle and hides it under a bushel measure. No man can afford to be in business in Kansas City and not take advantage of the Chamber of Commerce as a means of Publicity. No concern can be a member of the Chamber of Commerce for any length of time without the facts regarding his particular line becoming known to a great many of the members. And every member of the Chamber of Commerce is a booster for every Kansas City institution. All that is needed is to bring the candle out from under the bushel.

Acquaintance is Everything.—And what an acquaintance it is! The acquaintance that can be derived from membership in the Chamber of Commerce. No member can hardly know every other member—any member, in fact can probably know only a few of the other members.

The extent of the acquaintance and the quality of the acquaintance, is however, dependent entirely upon the personality and perseverance of the member. The Chamber of Commerce is a democratic organization and the way is open to those who will enter. To those who ship in or out, to the large and to the small, this Bureau is invaluable.

It watches the rates for all, for the community, so that any business in Kansas City may not be handicapped, because of a discriminating rate. It watches the interests of the individual, if he wishes it, by giving information and advice, on any specific traffic matters. The Traffic Bureau is open to all members of the Chamber of Commerce.

Industrial Information Help.—The Industrial Department of the Chamber of Commerce is ever alert to help any Kansas City industry in every way possible.

The Chamber of Commerce through its untiring efforts brought thousands of dollars worth of orders to Kansas City institutions. It is doing the same thing almost every day.

(Continued on Page 53.)

THE MEMBERSHIP WEEK DRIVE.

The official launching of the Membership Campaign of the Kansas City Chamber of Commerce week, January 20 to 26, took place at the Baltimore Hotel this past week. Under the direction of the permanent Membership Committee of 1919, the Branch Managers Committee of the Chamber and the Executive Committee of the Y. M. D., the start was made most joyously and enthusiastically. The old style plan usually adopted by commercial organizations of contracting with some organizing association or private individuals, or for professional services in solicitation work and increasing memberships, is not greatly favored by President Parsons and General Secretary Guild. They, with a majority of the members of the Executive Departments of the Chamber of Commerce, believe that better results at less cost can be obtained to carry on a membership campaign by using the active young blood of the Chamber in a whirlwind, lively one-week canvass.

EMPLOYMENT MANAGEMENT.

The Industrial Department has two communications from parties who have made a study of employment management and who are interested in securing a connection along these lines in Kansas City.

One is from a man who has completed the Government Employment Managers' Course at Harvard University and has had considerable actual experience in the Employment of Hercules Powder Company at Kenvil, N. J. On account of the signing of the armistice a tremendous reduction has been made in the working force at Kenvil and this man has been released from the service.

The other application is from a lady who has completed an eight months' course in employment management at Bryn Mawr College which has been under the direction of the United States Government, being spent in observation of factories.

Should any Kansas City concern be interested in getting in communication with either of these parties, the Industrial Department will be glad to furnish names and addresses upon request.

IMPORTANT NOTICE.

THE Headquarters of the Chamber of Commerce Membership Campaign Week Has Been Established in PARLOR C, Hotel Baltimore, for the week of the campaign, Monday, January 20. Full details of campaign can be obtained any hour and time there.

CREDIT MEN'S STATE CONFERENCE.

The Kansas City Association of Credit Men with offices at 303-7 New England Building, arranged for and produced the Third Annual State Conference of the Credit Men's Association at the Muehlebach Hotel, Monday, January 20, at Kansas City.

From every point of view it was promised to be successful. No commercial organization of the city has better standing or more activity than the Kansas City Association of Credit Men. They are an affiliated branch of the National Association of Credit Men with over 500 members locally and among the top notch local associations of the United States. There are 25,000 members of the National Association with 130 local organizations enrolled and Kansas City is exceedingly fortunate in having the third or fourth rating over all other Credit Men's Associations.

The conference held brought together the St. Louis, St. Joseph, Sedalia and other local individual members in Missouri cities where they have no regular organized association. The most important feature of this conference was the bringing here of Mr. J. L. Trego of New York, Secretary of the National Credit Men's Association and a man of eminence in commercial and governmental circles. The arrangements for this important conference were made by Mr. Frederick B. Rose, Vice-President and Treasurer of the American Screen Manufacturing Company, Mr. Fred D. Fawcett, Credit Manager of the Patterson-Sargent Company, and Mr. Charles B. Davies, Credit Manager of the Ridenour-Baker Grocery Company, who are officers and great boosters of the local organization. President Rose has promised an article setting forth many salient points of the Credit Men's Bureau work for the next Kansas Citian, no doubt to be of interest and value.

"KANSAS CITY STATISTICS."

The Chamber of Commerce Publicity Department has issued for the Industrial Department a very handy pocket holder of fourteen pages, solid information showing Kansas City's progress and development up to the close of 1919. "Kansas City Statistics" is for the membership and they have only to ask for copies to receive them. Five thousand of these folders were sent to membership prospects and 4,000 to the present members of the Chamber the past week.

MEMBERSHIP CAMPAIGN WORK.

The Chamber of Commerce Wednesday Noon Luncheon at the Hotel Baltimore brought forth the greatest number of members of any function of recent months. The membership campaign was splendidly launched and the presiding officer, Mr. F. C. Marqua, Chairman of the Y. M. D., in featuring the campaign inauguration called it a "Get-Acquainted" stunt. It really was a powerful argument or brief in favor of becoming a member of the Chamber of Commerce.

Eight or nine successful business men in eight or nine different lines of Kansas City's commercial and civic activities earnestly and sincerely spoke urging members to increase loyalty, if that be possible, for the Kansas City Chamber of Commerce, the daddy of them all and urged the workers to go out and perform valiant deeds for the good of the community at large.

MR. PETERS, President of Emery, Bird, Thayer Dry Goods Company, who has been a member of the Chamber of Commerce for over twenty years, told the members that he considered the Chamber of Commerce as the Daddy of all local organizations and should be a clearing house for them. His advice to the business man was that the year 1919 means a great deal to their business, and, he suggested that each one keep his ear to the ground and work in unison with their business associates. The President's Round Table, Mr. Peters stated, should be a part and confine its activities with those of the Chamber.

MR. HOWARD A. FITCH, President of the Kansas City Structural Steel Company, gave a splendid address, following Mr. Peters.

DR. R. L. SUTTON, former President of the Jackson County Medical Society, gave the members a very comprehensive idea of what the medical profession thought of the Chamber of Commerce by saying that the recent influenza epidemic and the action that the Chamber of Commerce had taken in having a ban placed upon the gathering of large crowds, was most effective. The physicians in Kansas City were aided thereby more than anything else, and that the Membership Committee could, and would, receive the hearty cooperation of the Jackson County Medical Society and its members.

MR. HERBERT V. JONES, President of the Kansas City Real Estate Board, began his address by saying that it was his idea and wish that every member of the Real Estate Board of Kansas City should be a member of the Chamber of Commerce, and that all other organizations should lend their every effort to assist in every way possible the Chamber of Commerce in its work and activities.

MR. FRANK P. SEBREE, Lawyer, said: "The Chamber of Commerce has always been a leader in Kansas City for everything that was right. For this reason the people and the business interests of Kansas City have begun to recognize this fact. The high spirit of going ahead and accomplishing results has made a great impression on the business interests as a whole. The

lawyer as well as the business man needs the Chamber of Commerce and cannot afford to be without one of the great things that it offers—acquaintanceship."

MR. J. C. LESTER, Vice-President of the Hidenour-Baker Wholesale Grocery Company, talked along the lines that the Chamber of Commerce has always been the champion and guardian of the city. A business man pays his dues and obligations to the church on the dictates of his conscience, to the state by compulsion, and to the Chamber of Commerce as a good business proposition. The Chamber of Commerce of today is the outgrowth of the trade guilds that existed hundreds of years ago and which were the fundamental principle of the organizing of business in the old world originating thousands of years ago in Egypt. The guilds of those days were a success as is the Chamber of Commerce today.

MR. W. T. KEMPER, Banker, stated that the purpose of this membership drive was to give more power to the Chamber of Commerce. Legislation is necessary in the Chamber of Commerce in going to the state capital to present necessary matters and keeping in close touch with municipal affairs by having at their meetings members of the City Council. They should confer together and make special efforts for the passing of city laws that will be a benefit to Kansas City. The Chamber of Commerce, Mr. Kemper said, does not represent any particular class of people or business, but is the business of Kansas City.

PRESIDENT F. D. CRABBS was called upon by Chairman Marqua. Mr. Crabbs referred to the Chamber of Commerce as the big organization of Kansas City both in its activities and policies. This drive should find support from every business interest in Kansas City.

PRESIDENT B. A. PARSONS, who closed the "boost talks" of the meeting, gave as the reason why the Chamber needs the number of members it is asking. The two-fold purpose of increasing its membership and its revenues, to permit the Chamber to carry on its activities and work it now has under way so that no department, or effort, may be curtailed. Mr. Parsons called on every member of the Chamber to act as an individual membership committee and to bring in at least one member. This cooperation, Mr. Parsons stated, will bring the roll of the Chamber away above the mark of 5,000 that has been set.

A meeting was held in the Chamber of Commerce rooms Friday of representatives of Kansas City manufacturers of war material. The purpose of the meeting was to get some concerted action started to secure the proper legislation to validate all war contracts and to facilitate the settlement through the Ordnance Department so that contractors and sub-contractors may secure a just settlement without further delay.

The Industrial Department will put out a call for another meeting some time during this week so that a large attendance of interested concerns may be given a chance to participate in this matter, thus obtaining better consideration.

IMPLEMENT MEN GUESTS AT DINNER.

Officers of the Western Retail Implement, Vehicle & Hardware Association and the Kansas City Implement, Vehicle and Hardware Club, who have been holding their annual convention in Kansas City the past week, were guests of the Board of Directors of the Chamber at a dinner, Thursday, January 16, at Hotel Muehlebach.

The address of welcome was made by B. A. Parsons, president Chamber of Commerce, who told the members of the organizations that their ideals and working conditions were practically the same as those of the Chamber and asked for close co-operation in the future between the two organizations.

Mr. W. E. Haynes, the newly elected President of the Western Retail Implement, Vehicle & Hardware Association was formally presented by President Parsons. President Haynes expressed deep appreciation for the courtesies extended to the organization, and told the members of the organization present, that he was glad to be connected in the Tenth Federal District in which he lives and is in business; that it is second only to New York in importance.

President Haynes agreed with President Parsons that close cooperation would be a mutual benefit, and promised that this would be followed out between the organizations during his official connection with it.

In closing, Mr. Haynes stated that while St. Louis, Wichita, and two or three other western cities had been bidding and asking for the next convention to be held in their respective cities, that they had been voted down and it had been agreed unanimously that Kansas City, as in former years, would continue to be their convention meeting place.

The following Chamber of Commerce directors and officers of the Implement Dealers' Association spoke briefly: E. R. Moses, W. S. McLucas, R. F. Crawford, Dr. H. J. Waters, Sam. B. Robertson, Senator A. A. Doer of Kansas and H. J. Hodge, Secretary of the Implement Dealers' Association.

Including the above, the following officers of the Implement Dealers' Association were present at the luncheon: E. C. Hood, O. H. Young, C. O. Hitchcock, M. A. Wengert, W. T. Osborne, H. J. Hodge, W. C. Cole, H. W. Fly, J. T. O'Neil, O. Gossard, E. J. King, F. D. Skinner, Geo. Collins, Ed. Heiney, T. N. Witten, R. F. Crawford, E. J. Anderson, George F. Massey, Edwin Downs, A. A. Kramer, Harry A. Faeth, W. S. McLucas, E. R. Sweeney, J. M. Townley, A. C. Wiser and F. Witherspoon, Jr.

TO RAISE \$50,000 FOR BOY SCOUTS.

Leaders in war campaigns are to raise \$50,000 budget for the Boy Scouts. On January 29th and 30th a committee under the leadership of Mr. Ed B. Smith, of Smith & Sons Manufacturing Company, President of the Boy Scout Council, will conduct a campaign to raise \$50,000 for a three-year budget for the local organization of the Boy Scouts.

As a reward for services rendered by the Scouts in various war campaigns, the following men have agreed to act as joint chairmen with Mr. Smith and to assist in building up the campaign organization: F. J. Bannister, Congressman Wm. T. Bland, Clif C. Jones, W. T. Kemper, J. C. Nichols, J. W. Perry.

The Chairman of the men workers is John C. Grover, Vice Chairman, H. B. Sperry. The Generals in charge of the soliciting teams are B. W. McCluer, Godfrey Jones, W. Frank Gentry, James D. Bufton, T. M. Barhan, Jay V. Holmes, A. B. Dubray, E. P. Madorie, John T. Backus, Rudolph Hirsch, Frank F. Shauer, J. M. Lloyd.

The three-year budget is based on the cost of maintaining the Scouts and keeping interest alive in Scout work. The money is spent under the active supervision and direction of the executive officers and a Governing Board of twenty-five members. It was noted in glancing over the list of officers that every executive officer of the Scout Council is a member of the Chamber of Commerce and fourteen out of the twenty-five members of Governing Board are members of the Chamber of Commerce.

Boy Scouts make better boys, let's help them.

The annual convention of the National Association of Real Estate Boards is a very important gathering both in point of members and value of publicity they give to any meeting place on their return home. Atlantic City was selected for the 1919 convention which is to be held in June and is a good chance for the Kansas City Convention Bureau to capture the 1920 convention, as the Kansas City Real Estate Board is considered one of the leading local activities of the National Association.

The Industrial Department has mailed to all the members statistical information which has been compiled and should be very interesting to the entire membership. A limited number of these folders are on hand at the Industrial Department and may be had by members desiring them.

MEN IN CHARGE OF THE MEMBERSHIP DRIVE

HERE they are! This is the squad that met last week to perfect arrangements for the "NOW FOR KANSAS CITY" Chamber of Commerce Membership Campaign to be conducted January 20-25.

Unfortunately quite a number of the members of the Committee were absent, several being on strike duty as members of the 7th Regiment.

President B. A. Parsons is one of the group. He is taking a very close personal interest in the campaign and intends to make it 100 per cent successful, if his cooperation and the backing of the Board of Directors will do it.



(Read from right to left)

Frank C. Marqua, Geo. F. Marvin, G. K. Hamilton, Kearney Wornall, L. D. Ramsey, Geo. V. Metzger, H. H. West, J. J. Flood, L. Newton Wylder, Geo. W. Dillon, J. M. Guild, Ed. S. North, N. C. Kraus, B. A. Parsons, Wm. McGibbon, W. Malcom Lowry, F. B. Uhrig, E. J. Powell, E. B. Schmidt, C. A. Spaulding, Chas. R. Mathews, A. E. Young, J. W. Jenkins III, J. H. Rayburn.

"OWN YOUR OWN HOME" CAMPAIGN.

For the first time in the Middle West Kansas City is to participate in a "Own Your Own Home" campaign put on by the Real Estate Board of Kansas City. This

is part of a national movement, according to Mr. F. C. Sharon who represented the local board at a meeting of the Executive Committee of the National Association of Real Estate Boards which was held in Chicago last week.

INDUSTRIAL INQUIRIES.

The following inquiries have been received by the Industrial Department in the past week. Members of the Chamber interested should communicate with the Industrial Commissioner:

- Brownsville, Tex., Names of specialists on paralysis.
- Kalamazoo, Mich., Seasons when greatest number of dry goods buyers from Kansas City trade territory come here.
- Greenville, S. C., Largest real estate agents in Kansas City.
- Astoria, Ore., Packers and manufacturers of canned meats, aluminum and granite ware, brooms, vegetables in tin, pickles, cards and calendars, pipes, cigars, gents' furnishings and gloves, syrup and crockery.
- Chicago, Ill., Manufacturers interested in export business.
- Denver, Colo., Manufacturers of bag and twine in Kansas City.
- Weeping Water, Neb., Name of schools offering course in accounting.
- Boonville, Mo., List of fruit and vegetable houses.
- Dallas, Tex., Wholesale dry goods houses in Kansas City.
- St. Louis, Mo., Engineering concerns specializing in boiler room and steam specialty equipment.
- Bowie, Tex., Firms dealing in candy makers' supplies.
- Decatur, Ill., Firms who buy empty bottles of all descriptions.
- Laurens, Ia., Names of reliable auctioneers.
- Laclede, Mo., Wholesale millinery houses in Kansas City.
- Omaha, Neb., Concerns engaged in manufacture of walnut gun stocks.
- Denver, Colo., Concerns who might consider purchase of ground mica.
- Sacramento, Calif., Firms manufacturing or distributing artificial flower and paper decorations.
- Bunceton, Mo., Dealers in broom-corn.
- Los Angeles, Calif., Firms manufacturing ice cream cone machines.
- Sidney, Neb., Wholesale millinery houses. Also hotels near wholesale millinery district.
- Pioneer, La., Names of automobile mechanic schools in Kansas City.
- Maryville, Mo., Manufacturers of steel tractor road drags.
- Seattle, Wash., Name of firm to handle fish line in Kansas City.
- New York, N. Y., Number of retail drug, cigar and tobacco stores in Kansas City.
- Fallon, Nev., Hay and grain dealers in Kansas City.
- Branson, Mo., Wholesale furniture houses in Kansas City.
- Shiner, Tex., Name and address of manufacturer of tin boxes.
- Belle Fourche, S. D., Firms handling wool in Kansas City.

ADD TO TRADE**EXTENSION COMMITTEE.**

Messrs. W. O. Norman of the Barber Investment Company and Walter J. Wood of the King House Wrecking Company have been added to the Trade Extension Committee at the request of Mr. Harry S. Frazer, Chairman.

CITY LEGISLATION.**LIST OF RESOLUTIONS FOR BOARD OF PUBLIC WORKS FOR ADOPTION, JANUARY 3, 1919.**

- Constructing Asphaltic Concrete Pavement.**
Elmwood avenue from south line Ninth to south line Eleventh, east.
- Reconstructing Asphaltic Concrete Pavement.**
Washington street from north line Ninth to south line Eleventh.

- Constructing Sheet Asphalt Pavement.**
Thirty-first street from east line Main to center line McGee, south.

Hearing of property owners January 21, 1919.

LIST OF RESOLUTIONS SENT TO THE BOARD OF PUBLIC WORKS FOR ADOPTION, JANUARY 10, 1919.

- Asphaltic Concrete Pavement.**
Holly street from south line Twenty-first, east to a point 299.6 feet, south of Twenty-first street, east.

**PAVING BUSINESS STREETS.
Sheet Asphalt Pavement.**

- Broadway from south line Ninth street to the north line Twelfth street.

- Harrison street from the south line of the viaduct over the tracks of the Kansas City Terminal Railway Company to the south line Twenty-first street.

- Walnut street from south line Nineteenth street to the north line Twentieth street.

- Portland Cement Concrete Pavement.**
Summit street from a point 83 feet south of the south line Twenty-fifth street west, to the north line Thirty-second street.

- Specifications for public works sent to the Board of Public Works for adoption, January 10, 1919.

WORK TO BE DONE BY KANSAS CITY WITHOUT CONTRACT.

- Repairing and Maintaining Asphalt Pavement.**
Oak street from north line Fourth to north line Fifth.

Hearing of property owners January 28, 1919.

MR. FITCH'S ADDRESS.

(Continued from Page 48.)

I have suggested only selfish motives. I purposely have omitted any mention of altruism or egotistic motives. These appeal to all men and doubtless will be the determining influence in the care of many who join the Chamber.

However, I have had in my mind in preparing these few remarks only those who want to join, but who are deterred by reason of financial conservation. To the man who is hungry—we cannot hold forth as an inducement to enter, the flowers of altruism or even of egoism—but we must show him bread and meat. And when he has eaten, when he has gained strength, then he will become a factor in the upbuilding of the city in its every phase of civic life.

And that is why we are going forth next week to gather in new members. It is because we know that membership in the Chamber of Commerce will help them to grow; and in time they will themselves become elements of strength within this great organization.

ATTEND RIVERS AND HARBORS CONGRESS.

Mr. E. M. Clendenning, Assistant to the President, will attend and represent The Chamber of Commerce at the National Rivers and Harbors Congress to be held in Washington February 5, 6, 7. This by authority of the Board of Directors given at their meeting January 10.

It had been thought to have some one in attendance at the Waterways Convention held in Pittsburgh, Pa., January 7 and 8, but the idea was given up in favor of participation in the National Congress with which the interests of Kansas City and the Missouri River are more intimately connected.

FOR DEPORTATION OF ALIEN ENEMIES.

Various organizations throughout the country are advocating the deportation of alien enemies now interned by the United States, and The Chamber of Commerce is asked to join in the movement.

The Union League Club of Chicago is one of the leaders. It has submitted arguments to the Attorney General. The Jacksonville Chamber of Commerce, Jacksonville, Fla., has adopted resolutions covering not only the exportation of aliens, but the prevention of any German or American person who may have engaged in any manner in opposition to the United States and its Allies, returning to the United States for any purpose whatever.

The local Chamber's action will be shaped by its National Affairs Committee to which the matter has been referred by the Board of Directors.

VISITOR'S CARD.

A new feature just authorized by the Board of Directors at the request of the House Committee is a Privilege Card for visitors to Kansas City whether they be friends or customers of members.

It is customary to extend such courtesies as The Chamber of Commerce has to such men and with the daily luncheon feature at the Baltimore Hotel, the Chamber now has something definite to offer.

Here is a facsimile of the Privilege Card:

The Chamber of Commerce of Kansas City

At the request of

Mr.
the Board of Directors extends
the privileges of the Association to
Mr.
until.....191

J. M. GUILD,
General Secretary.

RESPONDING TO THE CONVENTION CALL.

One of the principal conventions of the United States, both in point of activity, attendance and trade benefit to a community, is the convention of the National Cannery Association, with its affiliated organizations.

The convention this year is to be held in Chicago, starting Monday, January 20. The Convention Bureau of the Kansas City Chamber of Commerce is going after that convention. Mr. Louis W. Buckley, Manager of this Bureau, and the following members of the local Canned Goods Brokers Association, together with some fifteen other individuals interested in Kansas City markets, left Sunday night for Chicago to open headquarters in the La Salle Hotel and capture this convention. Good luck go with them.

Ford & Doan, Lee Hillis and W. D. Warner; Kendig Brokerage Company, W. W. Hammel; Seavey & Flarsheim, H. D. Seavey; Meinrath Brokerage Company, M. J. Bloch, G. H. Kean, L. W. Scott, T. W. Stanley, L. H. Smith; Russell Brokerage Company, J. R. Russell, D. A. Cable; Goodlett & Bolles, Ralph E. Goodlett, Bert Allen; Kryder-Shepard Company, C. M. Kryder, F. T. Shepard; McManus Heryer Brokerage Company, F. W. Heryer, R. C. Chambers; Ridenour-Baker Grocer Company, H. C. Gardner; Wm. C. Lunt Brokerage Company, Wm. C. Lunt, Geo. Heberting, J. C. Maslin; Gabel, Johnson & Harwood, Henry J. Gabel, S. J. Bowden, G. S. Ridnour; Blackburn Brokerage Company, N. B. Blackburn; E. W. Carlberg, E. W. Carlberg; Gentry & Throckmorton, J. R. Gentry, E. T. Aylesbury; Pitkin-Comer Brokerage Company, J. W. Comer.

The Industrial Department is in receipt, from the Yale University Press, of a copy of "Industrial Leadership" by H. L. Gantt. Of this book a leading trade journal has said, "Compressed in its pages are ideas over which the heads and chief executives of every manufacturing establishment in the United States should ponder."

The book is available to any member of the Chamber.

AN UNPARDONABLE SIN.

To live in a town—
To make revenue off of it or out of it,
To educate your children in it,
To get everything you possibly can out of it, and
Put absolutely nothing into it.

FOLLOWS KANSAS CITY'S EXAMPLE.

According to Mr. Jack Danciger, of the Foreign Trade Committee, a new American Chamber of Commerce is being organized in Tampico, Mexico, which is taking the Kansas City Chamber of Commerce as its model.

A request for copies of charter, by-laws, organization plan, annual report and other data was made and these have been sent. Tampico is said to be the greatest oil-producing center on this continent.

TAX INFORMATION.

The City Assessor and his deputies are now making the 1919 assessment for city taxation. If a person fails to make a return before the middle of February his previous year's assessment may be doubled, tripled or quadrupled at the discretion of the City Assessor who is required by law to make a return at least double the amount turned in last year, in event of failure to return a sworn statement. These statements must be filed with the City Assessor and it is well to retain a duplicate in order that no controversy may arise as to whether it was properly made or not.

Taxes will be collected from this assessment beginning June 1 of this year, the City Council passing the levy at the first meeting in the new fiscal year, which is the third Monday in April. Collection on this assessment will be made beginning in June and is completed in September. City taxes are payable at the City Hall.

County Taxes.

County taxes are due the first of April and are payable without penalty to and including December 31. County taxes are payable at the County Court House.

State and School Taxes.

The state and school taxes are collected at the same time and place as the county taxes.

Income Taxes.

In addition to the local taxation there is an income tax assessed by the United States Government. The report forms for this tax are intricate and should be secured at once by both individuals and firms and returned to the office of the United States Collector of Internal Revenue in the Post Office Building before February 28. The tax accrues July 1 and should be paid by that date.

Members should pass this information to their cashiers and hold them responsible for making the proper returns and paying the amounts due in order to secure greatest discounts and avoid penalties.

AN IMPORTANT EVENT.

One of the best conventions to be held in the Middle West is the annual gathering of the Implement men with their attendant exposition in Convention Hall and the Hotel Coates.

The Western Retail Implement, Vehicle and Hardware Dealers' Association has become a fixture of great benefit to Kansas City and the Middle West. Its sessions are prolific of good practical results and the exhibits display of farm implements, farm tractors and hardware accessories are noticeably fine. This year's showing seems better than usual. The gathering together of speakers like Governor Henry J. Allen of Kansas, Professor W. E. Taylor of Moline, Illinois, Soil Expert, Mr. George A. Raney, International Harvester Company, and others of that caliber fittingly illustrates the educational side of the Implement Men's Convention.

The Chamber of Commerce had as its guests on Thursday, January 16, at 1:00 P. M., at the Hotel Muehlebach, the Directors and former Presidents of the Western Retail Implement, Vehicle and Hardware Dealers' Association. President B. A. Parsons and other officials of The Chamber of Commerce were representative hosts.

CO-OPERATION.

The plans of the Membership Committee for the great drive included the enlistment of co-operation of various local commercial and civic organizations. One of the earliest organizations to pledge aid was the Co-Operative Club. Mr. Ellison Neal, a membership campaign speaker of the Chamber, made a decided hit in a rallying appeal and Mr. Seymour Rice, President of the Co-Operative Club, on resolution was authorized to send a letter to each member of the Club not already a member of the Chamber asking them to join.

Two members of the Chamber, Frank B. Black, General Sales Agent for the Shredded Wheat Company, and Eugene S. Black, 944 West Thirty-fourth Street, on their arrival back from the Flanders front, where they have been since May, 1917, have located new, permanent offices and sales room headquarters at 621-623 Reliance Building, at the corner of Tenth and McGee Streets.

Membership buttons can be procured from the Membership Committee or the Bureau of Publicity in The Chamber of Commerce rooms and these buttons should be worn by all members during the forthcoming membership campaign.

Civics Department.

THE LEGISLATURE.

Not for many years has the Chamber of Commerce and Kansas City been more interested in a legislative session than they are in the one just assembled at Jefferson City. The Department of Civics has the approval of the Board of Directors in its support and advocacy of a number of proposals of a civic nature which are to come up during the session.

Several of these have been the subject of much discussion and work by the Department. The measures which the Chamber is supporting, all of which are necessary or important to the welfare of Kansas City or to the entire state of Missouri, are:

- A new constitution for Missouri
- A constitutional amendment to give the city greater bonding power
- A constitutional amendment to give Kansas City greater charter making power
- A children's code
- State Fire Marshal Law.

In addition the Department is considering physical inspection of school children, laws to give Kansas City home rule in its Police Department, the creation of a strong state Health Department and laws relating to Industrial education.

EDUCATION PROPOSALS.

There are several interesting educational matters before the Committee on Education of the Department of Civics, all of which the Committee will act on shortly.

The first of these is the bill which is before Congress providing for a National Department of Education and proposing an annual expenditure of \$100,000,000 which this department shall use to encourage and support education throughout the country.

If the bill is passed the Secretary of Education will be a cabinet officer with the same position as any other cabinet officer.

A second matter before the committee is a proposal to ask the Missouri Legislature to pass a bill authorizing and requiring the establishment of departments of physical education in the schools of the state. This is a matter which the national Government will support financially if the proposed Department of Education bill is passed.

The department is also interested in an effort to enlarge the scope of the industrial education work in Kansas City schools.

FOR A FIRE MARSHAL LAW.

The Committee on Fire Prevention of the Department of Civics has endorsed an effort which is being made by the Insurance Department of Missouri to secure the passage of a Fire Marshal Law. This law would establish the office of State Fire Marshal which would give the state authority and power to investigate fires, and fire hazards, and to take steps to reduce the fire losses of the state.

It is a law which in other states has proved very beneficial. It has been brought to the attention of the Board of Directors by the Committee and has received their approval.

CONSOLIDATING LOCAL GOVERNMENTS.

Kansas City should become separate and apart from Jackson County and should assume the functions of both city and county governments within the limits of such city.

This is the gist of the action taken by the County Affairs Committee some time ago and approved by the Board of Directors at its meeting on Friday, January 10.

For a number of years citizens of Kansas City interested in progress in government have been urging that the two governments of Kansas City be consolidated. Judge T. A. Witten, Chairman of the Chamber's committee, which has this matter in hand, has been in the movement for ten years.

At this time when all costs of government, as well as of private business, have increased so enormously and when tax rates seem insufficient to meet the demands for money on the part of the local government, all unnecessary duplication of offices and functions of government should be eliminated.

One of the largest sources of duplication of work and expenditure lies in the double set of offices maintained in the city and county offices.

With the action of the Board of Directors the County Affairs Committee was authorized to take all steps necessary to secure favorable action in the present Legislature.

Membership in the Chamber of Commerce is equivalent to paying rent for a part of the space you occupy in the community.
E. M. CLENDENING.

Traffic and Transportation

NEW STORAGE CODE ADVANCES CHARGES.

There is proposed to go into effect February 15th, a new code of storage rules for both state and interstate application, by order of the Railroad Administration.

The charges for storage of unclaimed freight will be materially advanced.

The present charges are, on freight other than explosives, 5 cents per ton per day.

The proposed charges are on freight, other than automobiles and self-propelling vehicles, and other than explosives and other dangerous articles:

For each of first 5 days.....2c per cwt.
For 6th and each succeeding day.....3c per cwt.

Minimum charge per shipment for any storage: 5 days or part thereof.....25c

6 days or more.....50c

Automobile or self-propelling vehicles, 3c per cwt., minimum \$1 per day for each of first 5 days; \$2 per machine per day thereafter.

The minimum charge for storage of dangerous explosives is increased from present charge of 25c to 50c; while the minimum charge on the less dangerous articles, is increased from present charge of 10c to 25c.

A copy of the new code can be examined at the Department of Traffic.

Shippers interested are urged to communicate with the Department of Traffic at once, if they have objections.

McADOO AND STATE RATES.

Director General McAdoo, speaking of the fact that several states have begun litigation calling in question the validity of rates initiated by him under the federal control act so far as they apply to state traffic, said he regretted that the issue should be raised and a contest precipitated between state and federal authority, but that he was acting under the law of Congress as the President's representative and could not subject himself in that capacity, to the jurisdiction of courts or commissions beyond the provisions of the law. (Traffic World.)

HINES TAKES CONTROL.

Walker D. Hines, who has been Assistant Director General, has been appointed Director-General of Railroads to succeed William G. McAdoo. Mr. Hines was formerly chairman of the board of directors of the Santa Fe and occupies an eminent place as a railroad lawyer.

In his announcement to the public Mr. Hines makes the following statement:

"I am a profound believer in the virtue of mutual understanding. Most disputes come from the failure to understand the other fellow's legitimate needs and his legitimate difficulties. I shall do my best to understand the points of view of all the interests affected by the conduct of the railroads or charged with duties on the subject and I shall also try, frankly and as clearly as I can, to get all those interests to understand the Government's needs and the Government's difficulties in conducting the railroad transportation service."

WEATHERBY, MISSOURI.

Routing to Weatherby, Mo., which is shown in the Sailing Day Schedule as via the Q. O. & K. C. R. R. with daily service, may also be routed via the C. R. I. & P. Ry. with sailing days on Tuesdays, Thursdays and Saturdays.

Recent action was taken by the Kansas City Rerouting Committee as above, because the Rock Island station is the more conveniently located in Weatherby. If the Sailing Day Schedule is reissued, this point will doubtless be limited to the Rock Island.

STANDARD CLAIM BLANKS.

The National Industrial Traffic League has issued a circular in regard to standard forms for filing loss and damage and overcharge claims against the railroads, as required in the Director-General's orders 41 and 55, and asking that if these standard forms do not meet the requirements of various interests, that suggestions or criticisms be submitted.

The Department invites any suggestions or criticisms on this subject.

RATES AUTHORIZED.

Rate Advice 1042—Authorizes on bran C. L. from D. & R. G. points in Colorado to Missouri River points rate 51c per 100 lbs. To Kansas City (proportional) rate 47c per 100 lbs.

Rate Advice 1104—Authorizes on re-enforced concrete slabs, building or roofing, without wired glass insertions C. L. from Kansas City to Dallas, Tex., and Oklahoma City, Okla., rate of 24c per 100 lbs.

Rate Advice 1183—Authorizes cancellation of rate 1½c per 100 lbs. on stone C. L. from Atwood Quarry, Mo., to Kansas City, rate of 4½c to be applied in lieu thereof.

Authority 3557—Authorize rate 34c per 100 lbs. on oil well supplies, C. L. from Kansas City to Shreveport, La., and points taking same rates.

TRANS-CONTINENTAL LUMBER RATES.

The Trans-Continental Freight Bureau has in proof tariff 32-A naming rates on lumber, shingles and articles taking same rates, from Pacific Coast and intermediate points to points in the U. S. A., and Canada. This tariff will cancel tariffs 16-B, 17-B, 18-B, 27-C and 28-A and the following comparison is representative of the changes contemplated in the lumber rates to Kansas City:

	Present	Proposed
Seattle, Wash.	55c	54c
Spokane, Wash.	52c	51c
Butte, Mont.	49c	51c
Henderson, Mont.	50c	51c
San Francisco, Cal.	55c	53c
Hawley, Cal.	52c	51c

A copy of the proposed tariff is on file in this office for the benefit of interested members who may desire to make a check of same and express to D. R. Lincoln, chairman of the Kansas City District Freight Traffic Committee, their views of the adjustment.

(Continued on page 58.)

TRAFFIC DEPARTMENT—Continued.

SUBJECTS BEFORE

FREIGHT TRAFFIC COMMITTEES.

KANSAS CITY COMMITTEE.

Docket 484—Proposes general revision of rates on coal from Colorado mines to Missouri River and related territory. (Jan. 24.)

Docket 485—Emergency: Proposed to establish on fuel oil, C. L. from Kansas City to Chicago, flat rate $21\frac{1}{2}$ c and proportional rate of $19\frac{1}{2}$ c per 100 lbs.

Docket 486—Emergency: Proposed to eliminate rule providing for maximum absorption of \$2.00 switching charge of L. & T. R. R. at Leavenworth or increase the maximum switching absorption by such amount as investigation may justify.

Docket 487—Emergency: Proposed readjustment of rates on glass bottles C. L. from Kansas City, St. Louis and points in Oklahoma to Louisiana points.

Docket 489—Proposed to establish uniform minimum weight of 40,000 lbs. on cement plaster, etc. (January 29.)

Docket 490—Proposed general readjustment of rates on glassware from southwestern producing points to all points. (January 29.)

Docket 491—Proposed to establish on cement silo staves C. L. between points in Kansas present rates applicable on brick, hollow building tile, etc. (January 24.)

ST. LOUIS COMMITTEE.

Docket 331—Proposed to establish on cement between points in Missouri (intra-state) the scale of rates prescribed by J. C. C. Docket 8182 plus 2c per 100 lbs. (January 27.)

OMAHA COMMITTEE.

Docket 32—Proposed to apply on stock sheep, double-deck, C. L. 75 per cent of current rates applicable on fat sheep from Missouri River points to C. B. & Q. stations, Cornith to Duff, Mont., inclusive. (Jan. 16.)

Docket 38—Proposed to increase present rate of $56\frac{1}{2}$ c to $62\frac{1}{2}$ c per 100 lbs., on hay and straw C. L. from Missouri River to Utah common points south of Ogden. (Jan. 16.)

ST. LOUIS COMMITTEE.

Docket 296—Proposed general revision of rates on fire brick from St. Louis and Kansas City territories to points in Oklahoma and points in Arkansas in the Ft. Smith Group. (Jan. 16.)

Docket 305—Proposed to return empty chicken coops, that arrive loaded via express, by freight free of charge between points in Missouri, Kansas and Oklahoma, on the M. K. & T. R. R. in lieu of present practice of returning by express. (Jan. 18.)

Docket 310—Proposed to establish on cottonseed hull bran C. L. from Kansas City, St. Louis, etc., to points in Arkansas and Oklahoma prepared stock and poultry feed rates. (Jan. 20.)

Docket 312—Proposed to establish on lumber C. L. between Oklahoma and points in Missouri and Kansas, Oklahoma intrastate mileage rates. (Jan. 20.)

Docket 319—Proposed to establish minimum weight of 50,000 lbs. on ore and concentrates C. L. between points in Missouri where now lower. (Jan. 21.)

Docket 323—Proposed to cancel item 5464 S. W. L. tariff 44-J and amend item 5458 to read "Cork, Linoleum, Floor Oilcloth and Oilcloth other than floor; also paper felt, asphalted and painted or decorated, in boxes, crates or bur-

lapped rolls, straight or mixed C. L. minimum weight 30,000 lbs." (Jan. 21.)

Docket 328—Proposed to cancel present commodity rates on sulphuric and electrolyte acid C. L. between Arkansas, Louisiana, Oklahoma and Texas points and interstate points and establish in lieu thereof new commodity rates on basis of class "E" rates, straight or mixed C. L. (Jan. 23.)

SAN FRANCISCO COMMITTEE.

Docket 551—Proposed adjustment rates on grain to Utah common points. (Dec. 16.)

From	Present	Proposed
Chicago, Ill.	71	58
Duluth, Minn.	71	58
Peoria, Ill.	$69\frac{1}{2}$	$56\frac{1}{2}$
Mississippi River.	68	55
St. Paul, Minn.	68	55
Missouri River.	56	51

DIRECTOR-GENERAL'S NAME ON BILLS-OF-LADING.

The Department has written the Railroad Administration protesting against any change in present supply of bills-of-lading with the advent of the new Director-General, Walker D. Hines.

1008-1010 WALNUT STREET

Nice light, airy room, 24x106; also room 46x106; elevator service; modern in every respect; if wanting space look at these.

PATTERSON & SANFORD

H. P. Main 3667 1008 Walnut, 4th Fl.

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Large Lot of Office
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COMPLETE STOCK

Wrapping Paper, Paper Bags
Toilet Paper

Our first year in Kansas City makes us glad we came.

What Am I Doing?

Get out of the "What are THEY doing?" class and into the "What am I doing?" class.

The first opportunity of the new year to put the "What am I doing?" gospel into effect will be in the membership drive the week of January 20-25.

If you are a good member of the Chamber you will help when you are called upon. You may only be asked to recommend prospects. If that is all, you are expected to do it; but if a bigger call is made on your time, it will be because your personal service is needed.

Western Newspaper Union**Advertising—Stereotypers**

Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field.

ADVERTISING RATES
on application.

304 W. 10th St.

Both Phones, Main 193

Need Envelopes? Write Phone Berkowitz

ADDRESS SAVER CATALOGUE ENVELOPE COMMERCIAL FOR EXTRA HEAVY MAIL

Berkowitz Envelope Company
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BOND YOUR EMPLOYEES

Our Rates are Moderate and the
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Bonds written at this office

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Telephones, Main 1446

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W. A. SAMMIS, Secretary

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FACTORY



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You Are Welcome
At the
NOW for Kansas City
Campaign Luncheons

Daily in Renaissance Room
Hotel Baltimore 12:15 p. m.



Returns from the Workers

Adjournment at 1:30 p. m.



Bring a Prospect

A Good Lunch and a Good Time

75 cents as usual

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 4

KANSAS CITY, TUESDAY, JANUARY 28, 1919

**OVER 800
NEW MEMBERS**

in Five Days' Campaign

**NOW
FOR
KANSAS
CITY**

We have the members.
We have the money.
Let's all pull together.

Attend the Y.M.D. Victory Luncheon

WEDNESDAY NOON

Hotel Baltimore

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE.....50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

(FORMERLY THE COMMERCIAL CLUB)

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BRITISH INDUSTRIAL RESTRICTIONS RAISED.

According to British Vice-Consul H. W. Mackirdy, the war time restrictions imposed on British manufacturers and restrictions on exports and imports have been largely removed by the Government.

It is expected that British manufacturers will soon be able to meet all demands coming from abroad. Among the goods available for immediate shipment are woollens, metal repetition work and sulphuric acid.

Mr. Mackirdy asks that this information be gotten to all members who are likely to be interested.

THE MEMBERSHIP CAMPAIGN.

Ed S. North and his fine lot of workers "delivered the goods." It was expected that they would. When the five day campaign closed last Friday noon, the working teams for which he had pledged seven hundred memberships, as against the Board of Directors' three hundred, had to their credit seven hundred and nine, with only a nominal report from the Branch House Committee. The Board of Directors, through President B. A. Parsons, has guaranteed to stay on the job until they make up their full three hundred.

The total for the five day campaign was an even eight hundred, the last two hundred and thirty-three being turned in on Friday, indicating what would have happened if they had kept going. But the workers had been promised that the campaign would close Friday noon, and no effort was made to prolong it.

Are Mr. North, Mr. Parsons, Mr. Marqua, Secretary Guild happy? They certainly are! They are justly tickled over the fact that home talent should have gone out and made such a splendid showing. And the best of it is, that they sold The Chamber of Commerce as it is, without any suspension of dues, without any reorganization promises, or promises of any kind. It was a salesmanship proposition from start to finish.

Too much credit cannot be given Mr. North for perfecting and directing the organization. He showed splendid judgment in the selection of co-workers a full list of which appears on other pages.

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Credit the Y. M. D.

WHILE the Membership Campaign of last week was a Chamber of Commerce proposition, it should not be overlooked that the membership activities of the organization now rest with the Young Men's Department, supplemented, when necessary, by the Board of Directors and the older business men. But the credit for the fine work conducted by the Membership Committee belongs to the department over which Mr. Frank C. Marqua presides, and while Mr. Ed S. North, Chairman of the Membership Committee, was the main spring of the campaign he was ably supported all of the way through by two lieutenants, W. Malcom Lowry and Myron Loewen.

There were the twenty captains of teams, every one of whom is entitled to credit. Several of these should have special mention but they are probably content with the inward satisfaction of a job well done and conscientious service to the community. For this service, not only the officers and directors of the Chamber but every good citizen should be grateful. They are the men who have made possible the conduct of the future "NOW for Kansas City" campaign for community progress and betterment.

The new members will be introduced at the Wednesday Luncheon, January 29, Hotel Baltimore.

"Now for Kansas City"

THE slogan "Now for Kansas City" brought in the expected harvest of new members. The closing luncheon Friday was a "Victory Meeting." Five thousand is the goal of the Membership Committee for the fiscal year ending September 30, and that figure will be reached and passed long before that, as a result of the returns to date and the impetus given by the membership drive.

Everyone is extremely gratified with the enrollment of over 800 new names. They all feel that the "NOW for Kansas City" doctrine can be put into effect with an organization stronger in numbers, better financed and imbued with a stronger Kansas City spirit than any organization Kansas City has ever had.

Although the war is over and the tension off many things there will be no relaxation in the interest of members in the work of the Chamber. Judging from the optimism and enthusiasm at the daily luncheons last week their interest and activity will be greatly augmented.

Now to assimilate the nearly 1,000 new members! The first step in this direction will be at the Y. M. D. luncheon tomorrow, January 29. All of the membership workers will be there with their recruits and all of the old members should be on hand to see that the new members are made welcome.

URGE VALIDATION OF DEFECTIVE WAR CONTRACTS.

By direction of the Board of Directors, The Chamber of Commerce has been put on record at Washington with the Military Affairs and other committees of the Senate in support of the Chamberlain amendment to S. B. 5261, to permit equitable adjustments of outstanding informal contracts made by the War Department prior to November 11. This measure clearly validates contracts now technically defective and provides for a national Board of Examiners to deal with such contracts.

The Chamber had been more or less un-

decided as to which of the several measures introduced to endorse, but on learning that the National Chamber of Commerce, on the recommendation of its War Service Committee, is supporting the Chamberlain amendment, approved by Mr. Bernard M. Baruch while Chairman of the War Industries Board, this measure was chosen as the one that the local interests could support.

Fortunately for Kansas City, there are but few concerns that were working on contracts that come within the scope of this bill, but there are a few, and The Chamber of Commerce is giving them every assistance.

The Men Who Did It

HERE is the latest Honor Roll of The Chamber of Commerce, showing the names of the workers who went out last week, in many instances giving practically their entire time to increasing the membership of the organization to a real fighting strength, so that Kansas City would not be without the means to compete with other progressive cities of the country. It is a roll of honor of which every member should be proud, and those who did not participate should feel deeply indebted to them for assuming the burden that they should have shared.

These men have now returned to their desks, and as an organization are lost, like the boys who have returned from "over there" and are now demobilized and honorably discharged. What they did was a magnificent service, more far-reaching than they possibly realize.

As was brought out at Friday's luncheon, a year ago no one foresaw what has since transpired in war work that fell upon the Chamber, but the organization met it as it developed. No one can forecast what is now ahead, but from present indications the path is to be difficult, but fortunately the Chamber is better prepared.

With nearly five thousand members, and promise of more, the Chamber is ready for readjustment—industrial, civic and every other kind—ready to meet the new conditions. The old order of things, according to authorities, is a thing of the past.

The lessons of the drive, the comments, criticisms and suggestions of those called upon are being collated so that the Directors may benefit by the outside point of view. Whatever is considered a good suggestion will be adopted and put into effect.

Secretary Guild, commenting on the unpreparedness of many members to answer questions about the Chamber, according to their own reports, urged that in future everyone make it a point to be well informed on what the Chamber is doing, how it is doing it and why. He laid particular stress on the "why" as being an important factor when seeking to make a convert. He gave assurance of an active policy of publicity to every activity of the Chamber, through the press, The Kansas Citian, circulars, etc. He urged that every member at least scan The Kansas Citian each week even if unable to read it carefully, use the telephone and mails generously, attend meetings when called, and patronize the daily luncheons, all to keep in touch with the working parts and program of their organization. By so doing he stated the new and stronger membership would prove an irresistible force in anything it might undertake in the future.

Membership Campaign Organization

Executive Chairman—B. A. Parsons.

Campaign Chairman—Ed. S. North.

Vice Chairman—George W. Dillon.

Vice Chairman—Myron Loewen.

Registrar of Workers—John W. Jenkins III.

Membership Secretary—Miss N. C. Kraus.

Speakers Committee—W. B. Burris, John H. Glazier, Ellison A. Neel.

General Secretary—J. M. Guild.

Team Captains and Workers

Team No. 1—

Captain, Chas. M. Kemper; Ed. B. Smith.

Team No. 2—

Captain, G. W. Blakesley; J. N. Daniels,
E. J. Kunzel, H. A. Lewis.

Team No. 3—

Captain, J. B. Rust; Salem Wales, C. C. Daniel.

Team No. 4—

Captain, F. H. Servatius; Captain, T. G. McCrosky; A. E. Young.

Team No. 5—

Captain, David I. Hunt; Lieut., G. S. Montgomery; Lieut., D. W. Stevenson; John M. Shook, F. B. Gillette, Robt. Maxwell, W. C. Snyder, J. S. Adsit, F. B. Uhrig, Willis P. Hawkins.

Team No. 6—

Captain, Edwin S. Coombs; Captain, Chas. Thompson; Hugh F. Galvin, Hunt C. Moore, Warren E. Comstock, Frank Cromwell.

Team No. 7—

Captain, Cady L. Daniels; Lieut., Chas. P. Woodbury; Lieut., Robert L. Dominick; Lieut., Wm. B. Bostian; H. W. Meyers, Howard McCutcheon, W. R. Snodgrass, Godfrey Swenson.

Team No. 8—

Captain, E. J. Powell; Lieut., Jacob Werby; Lieut., E. Swinney Givens; Lieut., E. H. Thomas; Frank E. Park, C. H. Huffman, T. A. Witten, F. B. Fromhold, W. O. Norman, L. E. White, L. M. Pence.

Team No. 9—

Captain, G. K. Hamilton; W. A. Isley, Dr.
E. M. Hiner, H. Halvorson, Harry S.
Frazer, Sidney Maestre, Thos. Dods, T.
C. Balthaser, Alfred Toll, E. D. Voorhis.

Team No. 10—

Captain, George V. Metzger; Lieut., L. F.
Larson; Lieut., W. D. Ryan, Jr.; Lieut.,
Wm. F. Thompson; S. C. Blackburn,
H. C. Balsiger, W. H. Cloud, P. A. Lantz,
Conrad Hug, Wm. Pitt, E. A. Neupert.

Team No. 11—

Captain, Kearney Wornall; Lieut., A. D.
Rider; Lieut., Wm. H. Scarritt; Lieut.,
Paul S. Conwell, J. Frank Hudson, L.
H. Landers, A. D. Scarritt, W. Edwin
Smith, Sam Feldenheimer, Tom Moon-
light Murphy, Fred W. Fleming, W. L.
Brackett, J. H. Ashton, Stanley Kelley.

Team No. 12—

Captain, L. D. Ramsey; Lieut., W. H.
Jackman; Lieut., J. S. Jackson; Lieut.,
Elmo Goodloe; Lieut. F. W. Lukins,
A. H. Buckley, W. K. Martin, W. C.
Lavatt, J. A. Mott, Stanley A. Kelly,
Clifton B. Sloan, G. H. Gates, Don Rick-
secker, W. I. Clester, C. DeBow Barrell,
O. T. Wheaton, Chas. L. Scott, E. E.
Stephens, E. L. Chase, B. E. Gridley,
Newell Ryan, Geo. P. Waring, A. W.
Kluender, J. C. Deskin, Geo. B. Davis,
W. P. Long.

Team No. 13—

Captain, Chas. R. Mathews; Lieut., E. G.
Freed; Lieut., H. E. Kimble; Lieut.,
Arthur C. Brown; J. F. McColgin, A. E.
Poteet, R. C. Menefee, D. W. Rider,
Clark E. Jacoby, Clyde E. Hunt, Chas.
S. Davis, O. L. Holland.

Team No. 14—

Captain, Dawson Campbell; Lieut., T. J.
Van Deusen; Lieut., J. M. Townley;
Lieut., Geo. Mason; E. A. Anderson,
Geo. Auerochs, W. T. Grant, F. M. Blish,
R. R. Park, L. R. Jewell, J. P. Becker.

Team No. 15—

Captain, R. V. Aycock; Lieut., E. R. Ches-
ney; Lieut., J. A. Towers; Lieut., W. L.
Buechle; Lieut., Ed. Setzler; James C.
Kerr, W. B. Burrus, H. E. Pitcher, W. H.
Sanford, Carl Stowell, Chas. Shepard,
F. W. Segur.

Team No. 16—

Captain, P. Lloyd Lewis; Lieut., Arthur
B. DuBray; Lieut., H. W. Ritterhof;
Lieut., Charles E. Smith; G. G. Wheat,
Chas. Hunter, E. N. Brown, Jackson
Stanton, H. J. Wilde, J. W. Watson,
C. A. Milbank.

Team No. 17—

Captain, Walter H. Negbaur; Lieut., F. C.
Seested; Lieut., J. Kirkpatrick; Lieut.,
W. D. Le Roy; Lieut., A. Sheuerman;
Lieut. Parker Francis; W. D. Truman,
Michael Berlau, W. J. Phelps, Geo. Gold-
man, Harry E. Ridings, Geo. Wieda, C.
H. Chandler, B. E. Johnson, D. W. Ross,
John R. Ford, John F. Lyons.

Branch House Committee—

Captain, W. Malcolm Lowry; F. B. Uhrig,
William McGibbon, R. P. Rice.

Flying Squadron—

C. A. Spaulding, Robert B. Randall.

Directors' Committee—

Captain, W. A. Osgood.

Board of Trade Committee—

H. C. Gamage, C. W. Lonsdale, T. J.
Broadnax.

TABULATION OF MEMBERSHIP RETURNS.

Team.	Captain.	Monday	Tuesday	Wednesday	Thursday	Friday	Total
1.	Chas. M. Kemper.....	1	4	...	1	1	7
2.	G. W. Blakesley.....	...	7	...	11	10	28
3.	J. B. Rust.....	5	6	3	3	4	21
4.	McCrosky & Servatius..	1	2	...	4	2	9
5.	David I. Hunt.....	2	8	5	4	11	30
6.	Coombs & Thompson..	...	4	10	12	9	35
7.	Cady L. Daniels.....	2	3	3	7	7	22
8.	E. J. Powell.....	6	5	2	...	7	20
9.	Hamilton & Oliver....	3	4	5	9	20	41
10.	Geo. V. Metzger.....	8	7	13	11	18	57
11.	Kearney Wornall	8	14	14	12	25	73
12.	L. D. Ramsey.....	22	13	7	14	15	71
13.	Chas. R. Mathews.....	15	9	8	10	19	61
14.	Dawson Campbell	1	12	15	14	25	67
15.	R. V. Aycock.....	7	...	10	6	6	29
16.	P. Lloyd Lewis.....	4	5	2	9	11	31
17.	Walter Negbaur	14	15	21	21	29	100
18.	Fly. Sq., C. A. Spaulding	2	...	2	1	...	5
19.	B. H. C., M. Lowry....	2	...	...	...	...	2
20.	B. of D., W. A. Osgood..	2	...	25	29	14	91
	Total.....	103	118	120	149	219	800

FOREIGN TRADE CONFERENCE RESOLUTIONS

BELIEVING that every member of the Chamber of Commerce will be back of the newly organized Mississippi Valley Association and its fight for proper recognition of the Mississippi Valley, the resolutions adopted at the Foreign Trade Conference in New Orleans January 13 and 14 are here reproduced.

These show not only the trend of thought of the business men of some forty cities in thirteen of the twenty states embraced in the Mississippi Valley territory, but determination that henceforth the Mississippi Valley territory, will demand instead of ask for the things necessary to a well-balanced development of the United States and the welfare of the Mississippi Valley proper:

Preamble.

At a time when the economic factors of the whole world are in process of readjustment, the business interests of the Mississippi Valley in convention assembled, declare a permanent organization of these interests a necessity to a well-balanced development and the welfare of the United States.

The Mississippi Valley Association is therefore organized for the advancement of the interests of the Mississippi Valley in all matters pertaining to agriculture, commerce, industry and finance, with an aggressive program for the development of foreign trade as the primary objective, and for the development of domestic trade along north and south lines, both water and rail, relieving congestion on east and west trade lines.

Parity of Freight Rates.

That this Convention petition the proper federal authority to so adjust freight rate relationships, parities, differentials and divisions as to permit nature's economies to assist in the development of the north and south channels of trade in the use of the Gulf ports wherever they can best serve the needs of the Mississippi Valley.

Internal Resources.

We recommend that the development of our internal resources by State and Nation be undertaken upon the largest scale possible, particularly by developing good roads and transportation which will open up wider fields for steady employment in agriculture, manufacture and kindred activities.

Co-Operation Between Transportation and Merchant Marine.

That this Convention request the Federal Government to immediately take steps to see that transportation of the entire Mississippi Valley and merchant marine heartily co-operate in the development of the commerce of that vast section through their natural outlet, the Gulf ports, thereby placing them on a parity with other shipping centers.

Service of Vessels Through Gulf Ports.

That we petition the Federal Government to assign vessels to give adequate, regular and dependable service between Gulf ports and the markets the Mississippi Valley desires to reach, and we demand, as a matter of justice, that these vessels be of the same modern type as those operating to and from our Atlantic and Pacific ports.

Ocean Freight Rates to Latin America.

We petition the Federal Government to so adjust ocean freight rates to and from Mexican, Central and South American countries and the West Indies as to give Valley shippers through Gulf ports the relative rates to which their geographical position naturally entitled them.

Endorsement of Mississippi Valley Waterways Association.

We endorse the objects and plans of the Mississippi Valley Waterways Association and urge their speedy completion as a necessary factor, and especially the Mississippi, Illinois, Ohio and Missouri Rivers, so important to inland transportation.

Use of Waterways.

We urge upon the President, the Senate and the Congress of the United States the importance of giving the Mississippi Valley the benefit and use of its water channels to Gulf ports.

Appropriations for Bureau of Foreign and Domestic Commerce.

We urge Congress to so finance the United States Department of Commerce as to enable it to fully develop in aid of American business its Bureau of Foreign and Domestic Commerce.

Merchant Marine and Navigation Laws.

We endorse the American Merchant Marine, and declare unequivocally that many of the existing navigation laws, domestic and overseas, are throttling the commerce of the United States and require prompt and proper revision to enable us to meet world-wide competition.

(Continued on page 71.)

The Leaders



ED. S. NORTH

This is "Ed" North. His full name is Edward Scarritt North, but as "Ed," he was the boy that turned the trick when it came to rounding up a fine big lot of new memberships. His guarantee of 700 was fulfilled within the scheduled time.

He is accompanied here by President B. A. Parsons, for the reason that Mr. Parsons hooked right up with Ed, and determined that the increase should be no less than 1,000. At the last membership luncheon President Parsons reiter-



B. A. PARSONS

ated that before he and the Board of Directors discontinue their work in this campaign, the 1,000 will have been reached. He paid Mr. North and his workers a splendid compliment for their fine work.

Absence from the city last week of half of the Directors and the illness of one or two was responsible for the Directors' quota not having been reached by Friday, but those who know President Parsons' tenacity and his ability in campaign work, know that the memberships necessary to total 300 to the credit of the Directors, in increases of present memberships, will be gotten.

The campaign was conducted through the use of the regular staff of the Chamber, but with the understanding that its regular work would not be interrupted at a time when it should be going full tilt. The headquarters in Parlor "C" of the Baltimore Hotel were in charge of Miss N. C. Kraus, Membership Secretary, with Mrs. Mary Van Volkenburgh assisting her. There all prospects, cards, records, blanks, forms and equipment were kept. The headquarters were conducted in every way similar to the big war work campaigns with which Kansas City has become familiar.

The campaign was carried out by the geographical division of the city, but instead of it being a free-for-all with workers making a house to house canvass, they were given cards each with the name of a prospect with his address, business and any personal information that would assist the solicitor. The success of the campaign is proof of the wisdom of Mr. North's plan, policy and ability.

INTER-CITY COMMITTEE COMPLETED.

The Kansas City, Kansas, Chamber of Commerce has named its five members of the joint committee of the two Chambers to work together on anything for the good of the two cities.

According to Mr. E. A. Warner, Assistant Manager of the Kansas City, Kansas, Chamber, President H. H. Daniels has appointed Messrs. C. L. Brokaw, Chairman; W. S. McAnany, R. K. Stiles, G. H. Clay and Lee Vaughan.

Chairman F. C. Sharon will call this committee together very shortly, the Missouri Chamber's members being, in addition to Mr. Sharon, Messrs. Leon Smith, G. B. Longan, W. L. Eastlake and W. T. Kemper.

IT PAYS TO ADVERTISE.

The first fruits of the industrial statistical folder, issued by the Chamber of Commerce last week, have come to light in "Chapter News," the weekly publication of the Kansas City Chapter American Institute of Banking. Practically the entire issue is devoted to the statistics showing the developments of Kansas City since 1880, and Kansas City's standing with other American cities.

Whatever the circulation of "Chapter News" this is a fine sample of cooperation and members who have interest in or influence with other publications would do well to follow the example which was immediately brought to attention by Vice President F. C. Marqua.

CHAMBER UNDERTAKES ROOSEVELT MEMORIAL.

Kansas City's testimonial to "America's greatest private citizen"—the late Theodore Roosevelt—will be under the auspices of The Chamber of Commerce. This was determined by the Board of Directors at its meeting held the evening of January 17. The memorial service will take the form of a mass meeting in Convention Hall, three o'clock, Sunday afternoon, February 9, this being the day that will be observed as "Roosevelt Memorial Day" throughout the entire United States.

Kansas City will be the most fortunate city in the country in that it will have as the speaker for the occasion Major-General Leonard E. Wood, now commanding officer at Camp Funston and a lifelong and most intimate friend of the late ex-president. When the Board took the matter up with him it was with some misgivings that he might have already accepted one of the many invitations showered upon him by larger cities in the east which were keenly anxious to have General Wood for their memorial exercises.

The Board determined upon having a short service with but one speaker rather than having a number of men who, although they might well testify to the regard and high standing in which Mr. Roosevelt had been held by the people of Kansas City, would have detracted from the directness and forcefulness of what General Wood will have to say.

While under the auspices of The Chamber of Commerce, the meeting will be a Kansas City affair, open to all of the people of Kansas City and on an equal basis so far as seating arrangements are concerned.

CARGO SPACE AVAILABLE FOR SOUTH AMERICA.

Cargo space for all goods awaiting shipment to South America will soon be available, in all probability, the War Trade Board announces.

MEMORIAL CHORUS.

The Memorial Chorus which will sing at the Colonel Theodore Roosevelt Memorial Services at Convention Hall, February 9, will be directed by Sir Carl Busch.

Mr. Busch asks all those who desire to sing with this chorus meet him Sunday afternoon at 2:30 on February 2, at Convention Hall.

All members of Symphony Chorus, Polytechnic Chorus, Community Chorus, Kansas City Grand Opera Chorus and all Church Choirs are urged to be present.

B. A. PARSONS,
President Chamber of Commerce.

GARBAGE CONTRACT.

The Hospital and Health Board have signed a contract for the collection and disposal of Kansas City's garbage for the next five years. The contract is very similar to the one which expired last month. The chief difference is that instead of paying \$57,000 a year to the contractor, as in the past, the payment now will be only \$21,975.00 a year.

Provision is also made that all hotel and restaurant garbage shall be collected by the contractor and if the city is unable to compel hotels and restaurants to give their garbage to the contractor then there shall be an additional payment of \$13,032.00 per annum.

Provision is also made for the taking over of the plant by the city after two years or at any time on six months' notice if the city builds a reduction plant.

EASTERN AGENCY?

The Industrial Department has a communication from Wilmington, Delaware, to the effect that an organization of alert business men engaged during the war with the Du Pont Company are in position to establish a sales agency for the territory in and around Wilmington, and asks that they be put in touch with any substantial business in this community desiring such representation.

In the event of any concerns being interested, the Industrial Department will be glad to give further information.

S. L. Schwarz Paper Co.

ALFRED SCHWARZ, Vice-Pres. and Mgr.

Warehouse and Office, 2110 Central St.

COMPLETE STOCK

Wrapping Paper, Paper Bags
Toilet Paper

Our first year in Kansas City makes us glad we came.

SALESMAN.

Want high class man capable of handling the kind of people buying in Country Club District. Must be under forty years of age. References required. Salary and commission.

Reply by mail. Inquiries confidential.
J. C. Nichols, 911 Commerce Building.

PROTEST NEW TELEPHONE TOLL RATES.

The Chamber of Commerce has filed with President A. F. Adams of the Home Telephone a vigorous protest against the imposition of increased toll rates that were scheduled to take effect January 21 on all long distance calls, in accordance with the order of Postmaster General A. S. Burleson, of December 13, 1918.

Here is the formal protest as prepared by the local Chamber on behalf of the business interests of Kansas City and the surrounding territory:

"The United States Telegraph and Telephone Administration Order No. 2495, containing the new schedule of rates for long distance message, has been brought to the attention of the Board of Directors of the Chamber of Commerce by members of the Chamber whose telephone bills will be materially affected by the proposed increases.

After thorough consideration of the proposed changes, the Board of Directors passed resolutions protesting against having these new rates go into effect on the following grounds:

1. This cannot now be said to be a war measure and in any sense necessary for the prosecution of the war.

2. These new rates will supplant rates which have been a factor in the building up of business. The installation of such radical changes will seriously interrupt the normal progress and development of our commercial life.

3. The installation of special charges for services which heretofore have been considered part of the normal charge is not justified by conditions or by the history of the business.

4. The installation of these increased charges, which are in many cases radical increases over the old charges, is not necessary to the successful conduct of telephone business.

5. Business which has been suffering the difficulties of war times for years should not now be made to suffer additional burdens.

It has been brought to the attention of the Board of Directors that the Utilities Commission in various states have entered protests against the imposition of these new rates. The Board of Directors wishes to add this protest to those of others."

In addition to filing this with Mr. Adams, the same protest was sent to Postmaster General Burleson, the two Missouri Senators, J. A. Reed and S. P. Spencer, and also with the Public Utilities Commission.

To date the only reply received is from Mr. Adams who sent the following Message:

"Your telegram protesting putting into effect of Postmaster General's long distance rate order received. Am telephoning same to Postmaster General. I assume you are informed that while this order increases some rates, it also decreases many day rates as well as puts into effect the half rate for the early part of the night and a quarter rate for the remainder. Rate became effective at midnight except in jurisdictions where temporary restraining orders have

"KANSAS CITY DAY" AT JEFFERSON CITY.

That the people of Kansas City shall become acquainted with their new Capitol at Jefferson City was a resolution of the Board of Directors at its meeting January 17. The "introduction" will be conducted by The Chamber of Commerce. It is intended to organize a very large delegation of Kansas City citizens, business men generally, whether Chamber of Commerce members or not, to leave Kansas City late in the evening of one day, spend the following day at the State Capitol, visiting the handsome new capitol building and in all probability the new penitentiary.

Mr. E. M. Clendenen, Assistant to the President, has been delegated to make the preliminary arrangements with Governor Frederick D. Gardner and the presiding officers of the Senate and House as to the best day for coming down there on such an errand when it is also hoped to make the acquaintance of the members of the Legislature.

Part of the plans contemplate a big dinner in the evening at which the senators and representatives of this district will be the guests.

According to the code laid down by the Board, there will be no lobbying, no one will be allowed to speak on any measure that is pending before the Legislature, and it will be made plain to all who participate that Kansas City is going to Jefferson City to learn from the legislators anything of interest to Kansas City and not to tell them anything, unless it might be what Kansas City is doing and what its ambitions for the future may be.

HELPED WITH CIGARS.

Mr. Nick King, of the Deisel-Wemmer Cigar Company, made a valuable contribution to the success of last week's membership drive. He was unable to go out on a soliciting team but in lieu of that, sent 500 San Felice and El Versos to Chairman North, with his compliments, and these were very much appreciated by the workers at the luncheons—just another sample of co-operation and expression of the Kansas City spirit.

been issued by courts. The operating board has no jurisdiction over rates, that power resting solely in Postmaster General."

Since this exchange the new rates were suspended as the result of the granting of an injunction by Circuit Judge John G. Slate on application of the Missouri Public Utilities Commission which charged the new rates are unfair.

CANNERS CONVENTION SECURED.

The National Canners Association convention, together with the affiliated conventions of the Canning Machinery men, the Canned Goods brokers, and the sub-divisions of these three organizations, attracted to Chicago for the past week over 60,000 persons interested therein.

Kansas City, through its Chamber of Commerce and Bureau of Conventions, set forth on a mission to bring this great big convention to Kansas City in 1920. Reports from returning delegates and the report of Mr. Louis W. Buckley, Manager of the Conventions Bureau of The Chamber of Commerce, indicate a success for the Kansas City delegates.

Several thousand ribbons, blue on white, bearing the words "Kansas City 1920" and a good many hundred buttons "Now for Kansas City" Chamber of Commerce were pinned on delegates from all over the country. But few turned it down and 80% of those present were in favor of Kansas City. The splendid Convention Hall facilities add such a mark of contrast to the condition of the hotels in Chicago where the convention is being held, and the other inconveniences of convention work to prove a very valuable argument for Kansas City, The Heart of America. Our railway and transportation facilities and the large number of hotels with various accommodations, together with the beautiful surrounding scenery and country, were all set before the delegates most energetically and continually by the twenty-five or thirty delegates from Kansas City.

Particularly the efforts of Messrs. C. Lunt, Millard Bloch, Ralph E. Goodlett and others were effective in influence and sentiment for Kansas City in 1920. Mr. Goodlett delivered the invitation address of Kansas City to the National Canned Foods and Dried Fruit Brokers Association. He met with a most hearty reception and of the 400 or 500 members present at the convention almost every one wore the Kansas City ribbon and button. Mr. Buckley made the talk for Kansas City before the Canning Machinery and Supplies Association convention and before the National Tomato Catsup Division meeting.

The annual elections brought the election of Mr. Frank Garber of Michigan as President of the National Canners Association, succeeding Mr. Henry Burden, Mr. R. A. Sindall of Chicago was re-elected President of the Canning Machinery and Supplies Association. Of the National Canned Foods and Dried Fruit Brokers Association Mr. Joseph Keevers was succeeded by H. A. N. Daily of Philadelphia, Pa.

These three gentlemen constitute the

Committee on location. This committee, after ascertaining in a general way and through postal cards sent out, the favor of the various members of the three organizations as to where to hold the 1920 convention, selects the three cities most favorable, personally examines by visits to those cities looking into the facilities for these particular conventions and then makes a choice. Kansas City met with all three of these gentlemen with a very favorable reception and one of the features we believe which will help to win out for the home city is the facilities for the big exhibit exposition.

Convention Hall has arranged for the annual Automobile Show with its double decked gallery or terrace and provides for exhibit purposes close to 60,000 square feet of space. The sentiment this year among the members of the Association is most emphatically in favor of Canning Machinery, Dried Fruits and Canned Goods for next year. There are few, if not more than two or three cities in the country than can furnish the building suitable for the necessary space to house this next exposition. The Kansas City delegation also assured the members of the Chicago convention that it would be feasible to also make use of the big temporary building to be built by the Kansas City Tractor Club for the Fourth Annual National Tractor Show in February. The same building or even one larger would be constructed in 1920 right opposite the Union Station and that this building in conjunction with Convention Hall would furnish to the members of the three associations the largest and best convention and exposition space and facilities of any city in the world, all of which met with a very encouraging reception and it would seem as though this splendid convention or series of conventions were assured for Kansas City in 1920.

REPORT STRIKE**MATTERS TO COMMITTEE.**

Any member having anything to bring to the attention of The Chamber of Commerce on the street car strike is requested to communicate in writing with the Chamber's committee that is co-operating with the Employers' Association in meeting whatever situations may develop.

This committee consists of F. J. Bannister, Chairman; F. M. Lee, F. A. Baker, James Ketner and E. L. Foutch.

Communications should be directed either directly to Mr. Bannister, to any other member of the committee or to the General Secretary, who will see that they get to the committee.

GIVE RETURNING SOLDIERS THEIR TITLES.

Vice President Cliff C. Jones has the following suggestion for members of the Chamber:

"One of Kansas City's sons who won a lieutenantcy in the first officers' training camp, and was shortly thereafter sent to France, returned with the gold leaves of a Major, having won the honor on the battle field. He brought with his his honorable discharge and immediately donned civilian clothes and took up his work where he had left it to answer his country's call. Although his friends know of his military distinction, he was greeted as "Mister" instead of by his title.

"We are too prone to forget the deeds of heroism of these boys and put them back into civilian life without recognition of the service they have rendered their country. It is a breach of good taste, to say the least, not to give a man the title he has so justly earned.

"May we not as an organization start the movement and see that each man who has held a commission in the armed forces of the United States is given the title he has earned, even in civilian life? It is but a small part of the recognition due to those who offered their all."

KANSAS CITY FOREIGN TRADE MAN.

Mr. John C. Fennelly of the Hall-Baker Grain Company has the distinction of being the Chairman of the Chamber's Foreign Trade Committee. The particular reason for this item is that Mr. Fennelly has just been made one of the eight vice presidents of the new Mississippi Valley Association which was organized at the Foreign Trade Conference in New Orleans, January 13 and 14.

The eight vice presidents were appointed with the idea of having each one have jurisdiction over a zone. The territory that will come under Mr. Fennelly's direction is the western tier of counties in Missouri, all of Kansas and Oklahoma and parts of Colorado, New Mexico and Texas.

As a strong supplement to Mr. Fennelly and the committee on Foreign Trade, Kansas City has the chairmanship of one of the most important committees of the new association—Transportation. Mr. R. D. Sangster, Traffic Commissioner, brought that home with him from the New Orleans Conference.

NATIONAL RIVERS AND HARBORS CONGRESS.

The Chamber of Commerce has received official notice of the annual meeting of the National Rivers and Harbors Congress which will be held at the New Willard Hotel in Washington, D. C., February 5-6-7.

This promises to be the most important meeting ever held by this organization. The principal subject will be, of course, the development of our waterway system, and the probabilities are that for the first time in the history of this organization a definite proposition will be submitted whereby the Government will be asked for a large appropriation for the improvement of the Mississippi River and its tributaries.

The Board of Directors has authorized the appointment of two delegates, and if any of our members expect to be east about that time we would thank them to advise The Chamber of Commerce so that perhaps we might have a large representation from Kansas City.

FOREIGN TRADE CONFERENCE.

(Continued from page 66.)

Routing of Foreign Trade Through Gulf Ports.

RESOLVED, That the shippers of the Mississippi Valley use the Gulf ports for their imports and exports, and to the fullest extent possible utilize water transportation.

Federal Reserve Banks.

We urge the establishment of agencies of our Federal Reserve Bank system in foreign countries in aid of foreign trade and the stabilization of the dollar exchange.

Free Port Zones.

We endorse in principle the establishment of free port zones for the benefit of foreign trade.

Slogan.

We declare the slogan of this organization to be "American Bottoms for American Freights," and appeal to the nation to assist us in our patriotic work.

1008-1010 WALNUT STREET

Nice light, airy room, 24x106; also room 46x106; elevator service; modern in every respect; if wanting space look at these.

PATTERSON & SANFORD

H. P. Main 3667 1008 Walnut, 4th Fl.

Civics Department.

COUNTY CONSOLIDATION OR SEPARATION.

There seems to be some question as to just what effect the proposed bill to separate Kansas City from Jackson County will have. The bill prepared by members of the County Affairs Committee merely provides that Kansas City may separate from the county. It does not require separation or state in what way the separation shall take place or provide any details of how the work shall be done. It is purely an enabling act.

If the bill is passed by the legislature it will be up to the people of Kansas City to provide by amendment of the city charter for such separation, and determine what offices will be abandoned, what ones will be created, and of what the details of the new government shall consist. The bill puts the entire matter up to Kansas City.

BILLS AFFECTING KANSAS CITY.

Among bills which have been introduced in the legislature which directly affect Kansas City and have not been elsewhere discussed, are the bill to revise election laws, two bills to call a constitutional convention, the bill to abolish the state tax commission, the fifty or more bills carrying the recommendations of the Children's Code Commission, a bill to take away some of the power of the Public Service Commission, and the Constitutional Amendment Proposal to increase the bonding power of cities.

CORRECTION IN TAX INFORMATION.

On page 55 of The Kansas Citian of January 21 under the heading "Tax Information," sub-head "County Taxes," the first line reads as follows: "County taxes are due the first of April." This is in error and should read, "County taxes are due the first of October."

The tax books are not completed until July, at which time the Board of Equalization meets and adjusts any differences. The extensions are then made and the books turned over to the county collector not later than September 30.

This correction should be made on copies which members have clipped to be handed to their cashiers.

LIST OF RESOLUTIONS FOR BOARD OF PUBLIC WORKS SENT TO THE BOARD OF PUBLIC WORKS FOR ADOPTION, JANUARY 17, 1919.

Asphaltic Concrete Pavement.

Flora avenue from south line 21st street or the Paseo to north line 22d street.

Paving Business Streets, Sheet Asphalt Pavement.

Broadway from south line 14th street, west to south center line 15th street west.

Fifteenth street from a point 200 feet east of Cleveland avenue, south to the east line of Cypress avenue, south.

Hearing of property owners February 4th, 1919.

LIST OF RESOLUTIONS FOR BOARD OF PUBLIC WORKS SENT TO THE BOARD OF PUBLIC WORKS FOR ADOPTION, JANUARY 21, 1919.

Resurfacing Brick Pavement With Sheet Asphalt

Bellevue from south line, west Pennway to north line 21st street.

Washington from south line 16th to south line 20th.

PAVING BUSINESS STREETS.

Resurfacing Brick Pavement With Sheet Asphalt
Baltimore from south line Southwest boulevard to north line 20th street.

Jefferson from south line West Pennway to north line 23d street as condemned.

Seventeenth street from east line Main to west line Grand avenue.

WORK TO BE DONE BY KANSAS CITY WITHOUT CONTRACT.

Repairing and Maintaining Concrete Pavement.

Alley between 17th and 18th streets from Olive to Wabash.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORKS SENT BOARD OF PUBLIC WORKS FOR ADOPTION, JANUARY 21, 1919.

Paving Business Street, Brick Block Pavement.

Seventh street from east line Walnut to west line tracks of the Kansas City Street Railways Company on Grand avenue, 8349.

Thirteenth street from east line Baltimore to west line Main, 8350.

Hearing of property owners, February 7th, 1919.

SERVICE FLAG FOR EMPLOYEES.

The suggestion made in a recent issue of the Kansas City Post of a service flag to indicate to what extent employers have taken back men who left their employ to enter the military service of the country and who have now returned, is brought to the attention of members by Vice President Cliff C. Jones.

The Civic Department, over which Mr. Jones presides, has the matter under consideration.

Traffic and Transportation

COLLECTION OF UNDERCHARGES ON PREPAID FREIGHT.

Director Prouty of Public Service and Accounting, in his circular No. 61, dated January 4th, settles the matter of collection of undercharges at destination on prepaid shipments.

Director Prouty's circular provides as follows:

1. That prepaid charges collected shall be receipted for by agent in the space provided, separate and distinct from bill of lading signature.

2. When shipper has credit privilege and charges are to be collected subsequent to forwarding of shipment, the following should be stamped or written on the bill of lading and signed by the agent distinct from the bill of lading signature.

"The charges on this shipment will be collected from the shipper and should therefore be considered fully prepaid."

3. If prepaid charges are insufficient and the amount collected appears on the bill of lading as indicated in paragraph 1, THE ADDITIONAL AMOUNT WILL BE COLLECTED FROM CONSIGNEE.

4. If prepaid charges are insufficient, but bill of lading is stamped as set out in paragraph 2, the shipment will be delivered without collection of undercharge, and agent at point of origin will make collection.

"McADOO" ON BILLS OF LADING.

Instructions have been issued by the Railroad Administration that bills of lading, etc., shall be stamped:

"United States Railroad Administration
Director General of Railroad,
North & South Railroad."

This, however, instructions state, is not to be construed as a positive requirement that all bills of lading accepted from shippers have Mr. McAdoo's name eliminated. Bills of lading containing his name may be accepted from shippers and will be valid and binding even when issued subsequent to his retirement.

The department recently protested against shippers being required to change bills of lading forms they have in stock.

OBSERVATION CARS RESTORED.

The observation-sleepers, between Kansas City and Chicago, which were discontinued on orders of the United States Railroad Administration, have been restored by the Santa Fe on the 6:00 p. m. train out of Kansas City, and by the Burlington and Milwaukee. The car on the Rock Island Golden State Limited, leaving Kansas City at 7:30 p. m., has been running all the time, not being disturbed by the Administration.

ADVANCED STORAGE CHARGES.

The Department has filed protest with The National Industrial Traffic League against the storage charges proposed by the United States Railroad Administration, on unclaimed less carload freight. While the storage charges proposed in some instances on small shipments will amount to reductions, in most cases the increases are exorbitant. Detail of the proposed charges were given in the last issue of The Kansas Citian.

K. C. N. W. SERVICE.

The service of the K. C. N. W. R. R. has been the source of much criticism lately. The recent severe weather resulted in some of their engines freezing up, which handicapped them with a shortage of motive power.

The United States Railroad Administration has ordered diverted to the line all competitive carload freight they can handle; likewise the Kansas City Rerouting Committee has assigned to it all merchandise for competitive points on its line. The road gave very good merchandise service prior to its disability, and it is anticipated that by the time this issue of the Kansas Citian reaches its readers that the situation will be adjusted and daily merchandise service resumed.

Last summer the citizens of Summerfield, Kansas, filed a complaint with the Kansas Public Utilities Commission, complaining of passenger train service rendered by this road to and from Summerfield, and the Commission has recently promulgated an order providing for a daily passenger train each way between Seneca and Summerfield. The matter was the subject of a conference with the Public Utilities Commission at Topeka, January 20, in an effort to arrive at some solution, but without results. At Kansas City, Kansas, January 21, Judge Pollock of the United States Circuit Court, heard the application of the K. C. N. W. for an injunction against the order of the Commission, on the grounds that the road has no means to carry out the order. Officials of the road testified that they were encountering large deficits (\$16,000 per month) in the operation of the road. Judge Pollock continued the case two weeks, or until February 4th, for further conference and possible agreement between the parties as to some means by which service ordered can be rendered.

A representative of the Chamber attended both the conference and hearing.

It has been suggested that one of the two daily trains between Kansas City and Seneca might be discontinued and the power and equipment used to furnish the Summerfield service, but this seems hardly fair, as both trains are good revenue producers.

Summerfield is located in a very prosperous and productive section and has been suffering from a lack of proper service.

Officials of the K. C. N. W. state that it is not unlikely that the owners of the property will make an effort to abandon the road.

SUGARLAND, TEXAS, ROUTING.

Less carload shipments for Sugarland, Texas, which in the Sailing Day Schedule, are routed via the K. C. S.-H. E. & W. T.-C. H. & S. A., has been changed so as to route out of Kansas City via the M. K. & T. to Houston, care Sugarland Railway, with daily service.

All should amend their Sailing Day Schedules accordingly.

EXPRESS RECEIPTS.

The American Railway Express Company has installed a system of handling delivery of packages whereby each receiver will obtain a separate receipt for each shipment, instead of the old system of having to sign up a large sheet.

**TRAFFIC DEPARTMENT—Continued.
MATTERS BEFORE FREIGHT TRAFFIC
COMMITTEES—**

KANSAS CITY COMMITTEE.

Docket 502.—Proposed readjustment of rates on ore and concentrates from Missouri River to eastern points. (Feb. 5.)

Docket 506.—Proposed to cancel special reduced rates on mill rolls returned for regrinding or repairs. (Feb. 5.)

Docket 508.—Proposed to amend item 58-A, C. R. I. & P. tariff 13207-F by cancelling the provision that class rates will apply on grain products, food preparations, etc., when lower than rates named in the tariff. (Feb. 5.)

Docket 426.—Covers revision of rates on oil, petroleum and its products from, to and between producing points in Kansas and Oklahoma, also Kansas City, Sugar Creek, and Joplin, Mo. Proposed tariff containing revised rates is now in proof and hearing will be held at room 433 Railway Exchange Building, 10:30 a. m. Friday, January 31. All interested parties are invited to attend.

ST. LOUIS COMMITTEE.

Docket 327.—Proposed to cancel present commodity rates on automobile parts and bodies between points in S. W. L. territory and establish in lieu thereof on a revised description commodity rates equivalent to class "A" rates. (Jan. 23.)

Docket 343.—Proposed general readjustment of rates on paper boxes between interstate points and points in Arkansas, Louisiana, Oklahoma and Texas. (Jan. 28.)

Docket 344.—Proposed to allow same transit privileges on iron or steel pipe at St. Louis from C. F. A. territory to Oklahoma points as now allowed on structural iron. (Jan. 28.)

Docket 356.—Proposed to increase present rate on grain and grain products from St. Paul rate points to points in Missouri on the St. Louis division of the C. R. I. & P. R. R. from 20c to 21½c per 100 lbs. (Feb. 1.)

Docket 362.—Proposed eliminate toilet paper, paper towels and paper toweling from list of articles that may be shipped in mixed carloads with other paper articles between interstate points and points in Arkansas, Missouri and Oklahoma.

DALLAS COMMITTEE.

Docket 542.—Proposed to amend item 2502 S. W. L. tariff 42-O to provide that crackers, cakes, biscuits and matzos, may also be shipped in fibre or metal cans. (Jan. 30.)

Docket 543.—Proposed to establish on glass bottles, old C. L. to Kansas City territory, from Dallas, Fort Worth Group and Texas common points rate of 60c per 100 lbs. (Jan. 30.)

Docket 548.—Proposed to amend item 2832 S. W. L. tariff 20-C, applying on iron pipe by changing the description to read the same as item 3872 of the same tariff. (Feb. 2.)

**DIVERSION OF FREIGHT FOR
CARRIERS' CONVENIENCE.**

The various regional directors are adding the following paragraph to their instructions covering the diversion of freight for efficiency reasons or convenience of the railroads:

"This order is not to operate to deprive the shipper or consignee of terminal or team track delivery specified at the time the shipment was accepted, without consent of the shipper or consignee."

ABANDONMENT OF FRISCO LINES.

The Department of Traffic is frequently asked the status of the proposition of the Frisco to abandon either the "High Line" or the line of the K. C. C. & S. between Kansas City and Springfield.

Chairman Busby of the Missouri Public Service Commission writes the Department, in response to an inquiry, that Regional Director Bush in December advised the Commission that an application would be filed for the abandonment of a portion of one of these lines and a consolidation of the balance, but up to January 21st no application had been filed.

Chairman Busby states that he will at once notify the Department when such application is filed, and the Department will then give further information through the columns of the Kansas Citian.

NEW ORLEANS COMMITTEE.

Docket 128.—Proposed readjustment of rates on moss from New Orleans and other Louisiana points to interstate points. (Feb. 1.)

**RIVER RATES EFFECTIVE
TO KANSAS CITY.**

The Department has received Freight Tariff No. 6 of the Mississippi-Warrier River Section of the Division of Inland Waterways, which effective January 21, publishes through rates on class and commodities, domestic and import, from New Orleans, and other points in Louisiana and Mississippi shown, to points in Missouri, Nebraska, Illinois, Indiana, Iowa, Minnesota and Wisconsin. The rates apply via the boat line to St. Louis and rail lines therefrom.

The rates are differentially based under the all-rail rates, by the same amounts the river rates are under the all-rail rates, New Orleans to St. Louis. To illustrate, the new rates are the following differentials under all rail rates from New Orleans to Kansas City, Chicago, Omaha, etc.

Classes				Commodities		
1	2	3	4	Coffee, Sugar, Rice.		
22.5	19	16.5	12.5	6	9	7.5

The new rates carry full insurance, and will effect substantial saving to shippers.

Interested firms desiring copies of this tariff, or copies of additional tariffs when issued, can obtain same by application to Theodore Brent, Traffic Manager, 905 Whitney-Central Bank Building, New Orleans.

SCHOOLEY
30% Discount on One
Large Lot of Office
Desks and Chairs

Roth Phones
Main 150

SEND TO
SQUIRE ELECTRICAL CO.
FOR

Electrical Repairs for
Everything Electrical

MEMBER WRITES POETRY.

Albert J. Enright, Finance Department of the American Salt and Coal Company of for the city in the following lines

GREATER KANSAS CITY

United and Astir,
Always Going Ahead,
An Excellent Place to Live—
Metropolis of the Mid-Continent,
Clearing-House for the Heart of America,
Emporium of an Inland Empire in Area.
Where Nature's Gifts are Varied and Prolific,
Central Gateway to which All Roads Lead,
Situated where the West Begins,
The East Ends and the
North and South Clasp Hands,
Where Buyers and Sellers Meet;
Where Tourists Tarry;
Where Trade and Commerce,
Opportunity, Industry and Enterprise,
Friendship and Hospitality
Blend with Prosperity and Happy Homes;
Where Progress Cleaves the Horizon
To Reveal a Limitless Future,
And Welcome, Smiling, Bids You Come."

THEY ARE COMING BACK.

The last week has seen three men who left the service of the Chamber of Commerce to fight for Uncle Sam, return. Two of them have arrived in Kansas City and the third has just returned from the other

side.

Mr. Stewart McCarty of the bookkeeping department was the first to go and the first back. He has crossed twice in the signal corps of the Navy, having been on the super-dreadnaught New Mexico.

Lieutenant O. K. Quivey, Agricultural Commissioner, who was given a furlough, has returned to his desk after having been in sanitary service in the Medical Corps for several months at various camps.

Battalion Sergeant-Major E. W. Mentel, former Industrial Commissioner, reached Hoboken from the other side on January 19 and is now stationed at Camp Merritt with early discharge in prospect.

Western Newspaper Union

Advertising—Stereotypers

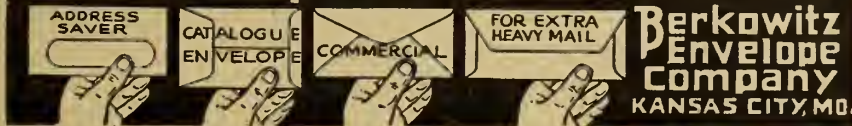
Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field.

ADVERTISING RATES
on application.

304 W. 10th St.

Both Phones, Main 193

Need Envelopes? Write Phone Berkowitz



Merchandise Warehousing and Distributing

C. C. DANIEL, Pres and Treas.
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Branch House for Factories

Space Merchants



FROM YOUR
FACTORY



TO YOUR



WHOLESALE

SOUTHWEST



RETAILER

CUSTOMERS



CONSUMER

The "Service Symbol"

Telephones

MAIN 3002

1316 West 8th Street

Clagett Storage & Transfer Co.

YOU ARE INVITED

to the

Big Victory Luncheon

Wednesday Noon, Jan. 29

in the

Francis I Room, Hotel Baltimore 12:15,



The Y. M. D. will introduce all of the new members secured in the great membership campaign last week, who may be present Wednesday.

Let's give them a royal welcome and show them that they are appreciated.



It was a great campaign and a fine start
for the readjustment period.
The Kansas City spirit did it.

We will look for YOU Wednesday noon.

F. C. MARQUA,
Chairman Y. M. D.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 5

KANSAS CITY, TUESDAY, FEBRUARY 4, 1919

IN THIS ISSUE:

Analysis of
Workmen's Compensation
and call for meeting
to discuss it.

Program for
Roosevelt Memorial

Readjustment Plans
to be formulated at
Trans-Mississippi Congress.

Daily Luncheon Service
for members and their guests.
Renaissance Room, Hotel Baltimore

THE KANSAS CITIAN

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SAMPLE OF COOPERATION.

Mr. F. N. Redheffer, Sales Manager of the Western Envelope Manufacturing Company, believes in doing what he can in a good object. He could not go out in the campaign to increase the Chamber's membership the week of January 20-25, but by printing a special blotter and seeing to its very wide distribution, he promoted the publicity of that campaign in a clever and effective way.

INTERNATIONAL FARM CONGRESS AND SOIL-PRODUCTS EXPOSITION.

Arrangements are well under way providing for the holding of the Fourteenth Annual International Farm Congress and Soil-Products Exposition at Kansas City, late in September or early in October. These events were to have been held here last year and all preparations were made to that end, at an expense exceeding \$30,000, but the influenza epidemic forced a cancellation just at the eve of the opening.

The International Farm Congress is one of the greatest organizations of farmers, agricultural educators and men interested in the cause of better agriculture. It draws delegates from a majority of the states, from all portions of Canada, and as a rule from fifteen to thirty other countries are represented.

The Exposition is conceded to be the greatest annual showing of soil products in the world. Appropriations to provide for exhibits at this Exposition are regularly made by a number of state legislatures, usually by the Governments of the United States and Canada, and by the Canadian provinces.

It is possible that this great organization will make Kansas City its permanent headquarters. If so, it will bring a number of important gatherings and conferences to Kansas City each year, besides the regular annual Congress and Exposition.

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Readjustment Congress

THE Omaha Chamber of Commerce in co-operation with the Chamber of Commerce of the United States has issued a formal call for what will be known as the Trans-Mississippi Re-adjustment Congress to be held in Omaha, February 18-19-20. This congress will afford to the business men of the West the same opportunity that was given by the National Chamber of Commerce War Service Committees, at the Atlantic City Conference in December, to discuss all of the vital issues in connection with the re-adjustment period.

It will be the West's opportunity to show its interest and desire to join with the other forces of the Nation in meeting the responsibilities of the times. President Harry A. Wheeler of the National Chamber of Commerce will be the first speaker and he will be followed by several of the business leaders of the country and one or more cabinet officers.

Just what the business men of this section may do to meet the vital problems of business and agriculture will be determined, to the end that the West may not be overlooked in the re-adjustment of things generally.

Every member of the Board of Directors of the Kansas City Chamber will attend, at his own expense, and it is proposed to take to Omaha the most representative Kansas City delegation that has ever gone from this city.

RETURN OF WIRES TO PRIVATE CONTROL.

In order to avoid increases of telegraph, telephone and cable rates and to avoid ultimate Government ownership of telegraph, telephone and cable lines, the Board of Directors, at its meeting January 31, went on record in favor of the immediate return of these facilities to private control. Missouri senators and congressmen have accordingly been communicated with and urged to support any measure having this purpose.

Workmen's Compensation

THE Board of Directors has gone on record in favor of House Bill No. 122 now before the Missouri General Assembly to provide for a system of workmen's compensation in line with what other states now have. Missouri has been backward in this respect and it is now proposed to secure the passage of a measure that embodies the best features of laws now in effect elsewhere. The matter is in charge of the Legislative Committee of which the following are members: Messrs. Wash Adams, Chairman; Rees Turpin, Sigmund Harzfeld, O. V. Wilson, H. V. Jones, and Pierre R. Porter.

The active work of promoting the bill rests with Mr. Porter, head of the Legislative Information Bureau.

The features of H. B. No. 122, as well as another bill now before the Assembly, will be brought out and discussed at the bi-weekly luncheon Wednesday, February 5. Every member who is an employer should make it a point to attend and participate in any discussion that may follow the presentation of Mr. H. G. Ellerd of Chicago and Mr. Porter.

In the absence of President B. A. Parsons, who is out of the city, Vice-President Cliff C. Jones will preside.

HEAR Major General Leonard Wood speak at the Roosevelt Memorial next Sunday afternoon.

In taking this action, the Board of Directors is not only supporting the combined judgment of the business men of America, as expressed at the War Emergency and Reconstruction Congress held at Atlantic City in December, but it believes that the return of these facilities to their original owners will be a pronounced step in the re-adjustment of things generally and a step that will restore confidence in the business mind and thereby contribute materially to the stabilization of business conditions.

ATTEND THE OMAHA READJUSTMENT CONGRESS.

Members who may desire to attend the Trans-Mississippi Readjustment Congress to be held in Omaha February 18-20 should get in touch with the General Secretary who is in charge of getting up a representative delegation from Kansas City.

The Congress involves all of the twenty-two states west of the Mississippi River and will be conducted along lines similar to the Atlantic City Conference of the National Chamber in December. Group meetings already scheduled will deal with the following subjects: Civic, live stock, agriculture, transportation and good roads, waterways, manufacturing, banking, grain, investments and farm loans, building industries, foreign trade, milling, advertising and selling, law, automobile trade and water power. Others will be added between now and the time of the Congress.

Mr. Frank A. Brogan, Chairman of the Executive Committee of the Omaha Chamber of Commerce, and Mr. Rufus E. Harris, appeared before the Board of Directors January 31 and presented an urgent invitation that Kansas City unite with Omaha in making this Congress the success for the West that it should be. The Board immediately responded by guaranteeing a good local attendance and accepting responsibility for interesting as many outside of the Chamber as may be possible. The Board will attend in a body, each man at his own expense.

Speaking on the subject, President B. A. Parsons stated that business men of Kansas City should take full advantage of the proximity of Kansas City to the Congress, making it possible for those who were unable to attend the Atlantic City Conference in December to now benefit almost as much as if they had made the eastern trip.

The Chamber will get in touch with all of the business and trade organizations in Kansas City to interest them to the extent of sending good delegations. The Directors feel it is an opportunity that should not be missed.

RETURN PASSAGE PRACTICALLY IMPOSSIBLE.

According to Ambassador Davis at London it is practically impossible to obtain passage to the United States at the present time. This is something that those contemplating short visits to Europe should bear in mind.

WORKMEN'S Compensation will be discussed at the Wednesday luncheon.

ANNUAL MEETING NATIONAL CHAMBER.

The official call for the Seventh Annual Meeting of the Chamber of Commerce of the United States of America has just been received. This meeting will be held in St. Louis, Mo., April 29 and 30 and May 1.

The headquarters for the Board of Directors and committees will be located at the Statler Hotel. The sessions of the Annual Meeting will be held at the Coliseum. Information in regard to the program and other details will be furnished at a later date.

Resolutions to be considered must be received at the National Headquarters on or before March 20, 1919, so as to comply with the terms of the by-laws providing that no question shall be received from an organization member for submission to the Chamber at an annual meeting within forty days of said annual meeting unless by a two-thirds vote of the Board of Directors.

AUTHORIZE COMMITTEE ON READJUSTMENT.

A matter that has been under consideration by the Board of Directors for some time culminated at their meeting January 31 in the authorization of a Reconstruction or Readjustment Committee. This will be in effect a post-war committee, to which will come from the National Government, National Chamber of Commerce and from innumerable other sources the great volume of suggestions and opportunities for doing something toward the readjustment to peace conditions. This will have to do with legislation, industry, employment or any other of the many questions dealt with at the Business Men's Reconstruction Conference held in Atlantic City in December.

The personnel of the Committee has not yet been determined. The selection will be made with care so that the full possibilities of the committee may be realized. It is not intended that this committee shall deal with all of the problems that come before it but it will act pretty much as a clearing committee to determine what is and what is not important enough to merit attention. It will then see to these matters being put into the hands of a committee or persons who will deal with them as the local situation may necessitate.

Membership on this committee will be a distinct honor as to a large extent Kansas City's immediate and future progress and development depend on getting right into the vital questions that are now facing the business men of the community.

Roosevelt Memorial

The Colonel Roosevelt Memorial to be held, under the auspices of the Chamber of Commerce, at three o'clock Sunday afternoon, February 9, in Convention Hall, will be very simple in character.

The following program has been arranged, with Major-General Leonard A. Wood as the one speaker; Mr. B. A. Parsons, President of the Chamber of Commerce, presiding:

1. The Star Spangled Banner.....Memorial Chorus
2. Battle Hymn of the Republic.....Memorial Chorus
3. There's a Long, Long Trail.....
.....Mr. Allen Hinkley and Chorus
4. Ave Maria.....Dr. Hiner's Band
5. Invocation.....Rt. Rev. Sidney C. Partridge
6. How Firm a Foundation.....Chorus and Audience
7. Address.....Maj. Gen. Leonard Wood
8. Taps.....Dr. E. M. Hiner
9. Benediction.....Rev. E. N. Evans

The doors of Convention Hall will be opened to the public at 2:00 o'clock. The only reservations being made are a few sections for the G. A. R. Veterans, Ex-Confederate Veterans, Loyal Legion, Veterans of Foreign Wars, and the 7th Regiment, N. G. M.

Immediately to the rear of the speaker's platform will be seated the Memorial Chorus. From present indications this will be the largest chorus ever assembled in Kansas City. It will sing under the direction of Sir Carl Busch. The numbers to be sung by this chorus are well known patriotic songs and hymns, all favorites of the late ex-President.

One hundred Boy Scouts, of which organization Colonel Roosevelt was an honorary director, will act as ushers, while a number of the members of the Chamber of Commerce will act as a reception committee. There will be no cards of admission, no tickets and no reserved seats except as stated.

INVESTIGATE TELEPHONE MERGER TERMS.

The action last week of the Common Council in the proposed telephone merger prompts the Directors of the Chamber of Commerce to take renewed interest and action in a matter of great importance. Accordingly, a conference will be held tonight between the Directors, the Mayor, City Counsellor E. M. Harber, Frank G. Robinson, president of the upper house, and James B. Allen, speaker of the lower house, as well as Mr. A. F. Adams, President of the Home Telephone Company, and E. D. Nimms, Vice-President of the Bell Telephone Company.

At this meeting there will also be in attendance a committee of five Chamber of Commerce members, not directors, on whom will devolve any continuity of investigation that may seem necessary. This committee, appointed by President B. A. Parsons, consists of W. T. Grant, Chairman, Secretary Business Men's Accident Association; George S. Hovey, President Interstate National Bank; Leon Smith, President Smith-McCord-Townsend Dry Goods Company;

A. W. Peet, Peet Brothers Manufacturing Company, and W. C. Goffe, Goffe & Carlsener Grain Company.

Whereas, the Chamber of Commerce declared itself, June 6, in favor of the merger of the Bell and Home companies as an economic and good business proposition, the question of franchise and terms calls for inquiry by an organization that represents the public interests in the way that the Chamber does.

DR. WATERS RECOVERING.

Every member will be gratified to know that Dr. H. J. Waters, Vice-President of the Chamber in charge of the Agricultural Department, and Editor of the Kansas City Weekly Star, is recovering nicely from his accident of January 16. On the evening of that day Dr. Waters was riding on a street car that was dynamited and in the resulting panic was pushed off the rear platform and seriously injured.

PROPOSED Workmen's Compensation Law for Missouri is summarized on pages 84-85.

The Victory Luncheon

THE culmination of the great Membership campaign as far as the work of the Y. M. D. and the Membership Committee of the Chamber of Commerce, took the form of a "Victory Luncheon" last Wednesday noon, at the Francis I Room of the Hotel Baltimore.

In point of interest and attendance, as well as enthusiasm and program, it was far and away beyond earlier calculations of its promoters and really the best of this character ever held in Kansas City. To the Y. M. D. and the Membership Campaign committee it reflected the utmost credit and was a fitting reward to service to the Chamber and loyalty supreme that must have been highly gratifying.

Not a moment of the session was barren of convincing result. As a stimulus and educational feature of activities of the Chamber to the five or six hundred new members present, it royally welcomed the newcomers to the Chamber family of workers.

Through the entire program from opening orchestral number, to the hearty song responses of the Cheer Leader Sinclair the interest and enthusiasm was maintained at top notch.

The features were songs, community singing by members in which the new members heartily joined to addresses of a nature to thoroughly impart to all the standards fixed by the Chamber in co-operative work. An address by W. J. Pallay, of Washington, special representative of the U. S. Department of Labor, was of value to the men present.

Mr. F. C. Marqua, chairman of the Y. M. D., who presided, requested that all of the new members form a line along the walls of the room, and Mr. Stern read aloud in a clear voice the name and occupation of each man. The rousing welcome given concluded with every older member of the Chamber passing in line and greeting with a sincere word and introduction of themselves.

Mr. B. A. Parsons, president of the Chamber, briefly welcomed the new members and asked for their support by active work on committees and other activities of the Chamber. He introduced Mr. John M. Guild, General Secretary of the Chamber, who impressively spoke of the various departments of the Chamber and their work.

Mr. Guild declared it impossible to give in a few minutes more than the structural parts of each department but that he would undertake to give the new members an idea of the operating end of the organization, mentioning a few of the activities of each of the six departments.

Agriculture.

Under Agriculture, which he declared basic to Kansas City, he mentioned that Missouri has had no permanent state exhibit and that the Department assembled and installed one at the recent Soil Products Exposition, incidentally brought to Kansas City by the Chamber, and that a permanent exhibit is being installed in the Chamber of Commerce rooms. He stated that good

roads are dealt with by this department and that in connection with good roads a Return Loads Bureau is being organized. Further that the **Agricultural Department** is responsible for providing necessary accommodations and financial and other assistance to the American Royal and other live stock and agricultural shows, and that all of this is in charge of an expert, who prior to coming to Kansas City was Chief of the Agricultural Bureau of the Baltimore & Ohio Railroad.

Civic.

Mr. Guild stated that up-to-date Chambers of Commerce are taking an active interest in **Civic Affairs** on the theory that if the right-thinking men of the community don't they cannot blame those who make public affairs a profession; that when the **Civic Department** was organized the country had been searched for the best man available and one secured who had been trained in the parent Bureau of Municipal Research in New York. With an expert accountant, a local man as his assistant, the department is well equipped; that it is going to the roots of civic troubles by promoting a new charter for Kansas City. He briefly referred to the gas situation on which the department had prepared the most comprehensive report that has ever been made public and urged new members to read it. He told of the initiative taken by the Chamber in the influenza epidemic, also how the Chamber is responsible for tying in 24 local charities with the recent United War Work Campaign, thereby eliminating that many separate solicitations, and that the Chamber is now disbursing to these charities the \$300,000 collected.

Industry.

As one of the most interesting departments he outlined briefly what the **Industrial Department** is doing, how last year it had been called upon to assume all of the responsibilities of war business whereby millions of dollars of orders were brought

(Continued on Page 87.)

FUEL CONTRACT RULES ABROGATED.

Every member, no matter what his business, will be interested in the abrogation of important restrictions regulating the making of contracts for coal and coke, just announced by the United States Fuel Administration. The restrictions are amended substantially as follows:

"Cross-hauling is no longer prohibited.

The filing of contracts with the Fuel Administration is no longer required.

Oral Contracts Permissible.

The making of oral contracts is no longer prohibited.

Contract regulations remaining effective are:

All coal shipped is subject to requisition and diversion;

All contracts are subject to cancellation by the Federal Administrator.

Contract at Government Price.

An additional regulation that contracts shall be at Government price in effect at date of shipment also remains as a precaution in case it should become necessary to reinstate prices on coke and bituminous coal, which, it was announced today, will be suspended February 1.

A restriction that contracts shall not extend for a period of more than one year was previously withdrawn.

District Agencies Close Offices.

The United States Fuel Administration has requested all of its district representatives to give all employees of their offices notice of the ending of their work, it is announced.

These offices will cease their official functions as of February 1, except that between February 1 and 15 statistics and records to and including January 31 will be compiled and prepared for transmission to Washington headquarters together with such other records as properly belong to the Fuel Administration."

REGARDING VALIDATION OF WAR CONTRACTS.

What the action of the Chamber of Commerce with other organizations, regarding the validation of technically defective war contracts, means to business men throughout the entire country will be appreciated when it is realized that some 6,600 such contracts involving upwards of \$2,700,000,000 were held in obedience. Where there is a dullness in business in some directions it is largely due to the policy with respect to the informal war contracts passed by Government Departments and undertaken by contractors prior to the execution of formal contracts.

INDUSTRIAL PROSPECT APPRECIATES SERVICE.

In a letter just received by Industrial Commissioner H. J. Perkins, from a chemical concern in the south that is seeking a new location, is good evidence of the Department's aggressive and intelligent plan of action. Those interested in such things will derive some satisfaction from the following paragraph from their letter:

"Your organization certainly knows how to put the advantages of your city before the public and you may rest assured that in our case your efforts are appreciated. This matter will be given careful attention and we will be glad to take the matter up with you further at a later date if it is decided it will be to our advantage to establish in your city."

(Note: We don't get all that we go after but nine new concerns since the armistice was signed, employing 565 people, shows pretty good returns.)

SUBSTANTIAL AMOUNT TURNED OVER TO N. G. M.

There has just been turned over to Mr. Julius Davidson, Supply Officer, Seventh Regiment, N. G. M., for Seventh Regiment Armory improvements and Jackson County Council of Defense needs, \$2,333.50 which was raised by subscription many months ago as a contribution toward the building of a Missouri Regimental House at Camp Funston. This project never materialized and the Board of Directors at a meeting held November 1, resolved to put up to the subscribers the proposition of refunding their subscriptions or turning the amount over to some other worthy military purpose.

A referendum was accordingly taken, with the result that the Board's suggestion that the money be turned over to the Seventh Regiment was approved with but few exceptions.

Since these returns were reported to the Board they have been made known to the members several times through the columns of The Kansas Citian so that any member who might have objection would have opportunity to express it. There has been none and the \$2,333.50 has accordingly been turned over to Mr. Davidson and the matter closed.

COAL ORDERS REVOKED.

All orders for the requisition of coal or coke, whether they are now outstanding, or issued prior to the present time, have been canceled and annulled, to take effect on January 31, it was announced today by the United States Fuel Administration.

The Workmen's Compensation Situation in Missouri

BY

PIERRE R. PORTER

Director of Legislative Information Bureau.

A REAL DANGER menaces all employers in this state. Labor has endorsed a proposed compensation bill. If this bill becomes a law, industry will be saddled with an overhead expense without parallel in the history of compensation. Self defense will necessitate increase of price of the manufactured product. Result: the consumer will bear the ultimate burden; otherwise the industry will operate at a loss.

Our neighboring states all possess compensation laws. Experience has demonstrated that these laws are not confiscatory. Why? Because they are well balanced, fair to employer and employees alike.

Such a law is needed in this state; has been drafted in concrete form, modeled after the Indiana law, which is admittedly the most satisfactory of all the state laws; has been endorsed by the Chamber of Commerce after a careful examination by the legislative committee, and is known as the Employers' Bill.

The table on the opposite page sets forth the schedule of payments now in force in Illinois, Iowa and Kansas, as compared with the proposed provisions of the Federation of Labor Bill and the Employers' Bill. He who reads may run—to a neighboring state to manufacture his product, or to Jefferson City to defeat the most drastic bill ever presented to a state legislature, by passing as a substitute therefor, the Employers' Bill.

Table of Comparative Schedules

Showing Compensation Allowed in Different States

State	Medical Aid	Total Disability (a) permanent (b) temporary	Partial Disability (a) permanent (b) temporary	Death
ILLINOIS	Maximum \$200 8 weeks	(a) 50 to 65 per cent of earnings for 8 years; weekly maximum \$12 to \$15; minimum \$6 to \$7.50; thereafter 8 per cent of death benefits for life, minimum \$10 a month. (b) 50 to 65 per cent of earnings during disability; weekly maximum \$12 to \$15; minimum \$6 to \$7.50; total not over \$4,000.	50 to 65 per cent of wage loss during disability, not over 8 years; weekly maximum \$12 to \$15. Specified injuries, 50 to 65 per cent of wages for fixed periods; weekly maximum \$12 to \$15; minimum \$6 to \$7.50; disfigurement of hand, head, or face, maximum one-fourth death benefits.	(a) 4 years' earnings; maximum, \$4,000; minimum, \$1,850. (b) Burial expenses, minimum, \$150.
IOWA	Maximum \$100 4 weeks	(a) 50 per cent of wages for 400 weeks; weekly maximum \$15; minimum \$6, or actual wages if less than \$6. (b) Same for not over 300 weeks. Compensation increased by two-thirds for 5th, 6th, and 7th weeks of disability.	Specified injuries, 50 per cent of wages for fixed periods; proportionate for others; weekly maximum \$15; minimum \$6, or actual wages if less than \$6.	(a) Burial expenses, maximum \$100; 50 per cent of wages for 300 weeks; weekly maximum \$10; minimum \$5. (b) Last sickness and burial expenses maximum \$100.
KANSAS	Maximum \$150 50 days (if demanded)	Sixty per cent of earnings during disability, not over eight years; weekly maximum \$15; minimum \$6.	60 per cent of wage loss during disability, maximum eight years; specified injuries, 50 per cent of wages for fixed periods; weekly maximum \$12; minimum \$6.	(a) Three years' earnings; maximum \$3,800; minimum \$1,400. (b) Burial expenses, maximum \$150.
MISSOURI (Federation Bill)	Maximum \$200 3 weeks (in exceptional cases. Commission may extend time and amount.	(a) 2-3 of average daily wage during continuance of disability for life, but not less than \$8 a week. (b) 2-3 of average daily wage for not more than 400 weeks during continuance of disability, but not less than \$8 a week.	(a) 2-3 of average daily wage, but not less than \$8 a week, during disability for specified periods varying from 8 to 240 weeks, according to the nature of the injuries. (b) 2-3 of daily loss in wages for not more than 400 weeks during disability.	Burial expenses not to exceed \$200. Also 2-3 of average daily wage of deceased, but not less than \$8 a week, for 300 weeks.
MISSOURI (Employers' Bill)	Maximum \$200 8 weeks where major operation is necessary; in all other cases Max. \$100 4 weeks	60 % of average weekly wage for not to exceed 400 weeks.	(a) 60% of average weekly earnings for specified periods varying from 8 to 240 weeks according to the nature of the injuries. (b) 60% of weekly loss of wages not to exceed 200 weeks and not to exceed \$12 a week.	Burial expenses not to exceed \$100, and 60% of deceased's average weekly wage for not to exceed 300 weeks.

FOREIGN CONSULS IN KANSAS CITY.

Belgium—Georges Mignolet, Consul, 3930 Baltimore Ave.
 Bolivia, Guatemala, Honduras, Nicaragua and Uruguay—Edwin R. Heath, Consul, 1121 Garfield Ave., K. C. K.
 Italy—Joseph P. Doe, Corres., 400 E. 5th St.
 Cuba—Clarence L. Palmer, Consul, 836 New York Life Bldg.
 France—Emile S. Brus, Vice-Consul, 3138 Central.
 Great Britain and Ireland—Herbert W. Mackirdy, Vice-Consul, 1166 Commerce Bldg.
 Mexico—Mauricio N. Morales, 617 Massachusetts Bldg.
 Netherlands—H. Visscher, Consul, 205 K. C. S. Ry. Bldg.
 Paraguay—Frank L. Phillips, Consul, 2033 Houston.
 Swedish Royal—Axel Hawkinson, Vice-Consul, 308 Commerce Bldg.

LIST OF RESOLUTIONS FOR PUBLIC WORKS

Sent to the Board of Public Works for Adoption, January 24, 1919.

Grading.

McGee street from south line Admiral Boulevard to north line 9th street and 8th street from east line Grand avenue to east line Oak street north.

59th street Terrace from a point 209.5 feet west of Jackson to Jackson.

Brick Block Pavement.

Alley between Pennsylvania and Washington from 20th to Westpenn Way.

Resurfacing Macadam Pavement.

32d street forming a point 50 feet west of west line of Coleman Road south to west line Summit.
 32d street terrace from east line Coleman Road south to west line Karnes boulevard.

33d street from west line of West Coleman Road south to west line Summit.

33d street Terrace from east line West Coleman Road to west line Karnes boulevard.

WORK TO BE DONE BY KANSAS CITY WITHOUT CONTRACT.

Repairing and Maintaining Asphalt Pavement.

43d street from west line Bellevue north and Jefferson to west line Wornall Road.

Repairing and Maintaining Brick Pavement.

14th street from west line Kensington to west line Cypress.

26th street from east line Grand to east line Warwick boulevard.

Vine from south line 12th to north line 14th.

Repairing and Maintaining Concrete Pavement.

Elmore street from east line Mill Creek Parkway to west line Central.

LIST OF PLANS AND SPECIFICATIONS

Sent to the Board of Public Works for Adoption January 24, 1919.

Asphaltic Concrete Pavement.

Elmwood from south line 9th street to south line 11th street east. 8351.

Washington street from north line 9th to south line 11th. 8352.

HEARING OF PROPERTY OWNERS FEBRUARY 11, 1919.

FACTS REGARDING WAR ORDERS.

The War Department publishes the following circular issued by the Director of Purchase, Storage and Traffic:

"The revocation of the clause or clauses in War Department contracts prohibiting the publication of information in respect to such contracts having been approved by the Secretary of War, the provisions of such prohibitory clauses are hereby revoked. Contractors are therefore authorized and permitted to furnish the public with information regarding War Department contracts and orders received by them."

FLOWERS BEFORE DEATH!

Someone has succinctly remarked "The righteous have their own reward," or something to that effect and I feel sure he must have been a retiring president, chairman, or worker for some heroic body such as the Kansas City Chamber of Commerce.

This past week I have given some little of my time to working to secure members for the Chamber of Commerce and all of a sudden the realization of the actual tangible sacrifice in money value made by the leading men in any Chamber of Commerce, was brought home.

Most of us members of the Chamber of Commerce lean back, and in a careless, innocent fashion, consider the president or the chairman of the Chambers of Commerce do it for the "Fun of the thing or the glory" or the "Prerequisites attached thereto, etc." I never thought of what they were giving in actual money value to the civic good. Will I took out my pencil and made a few notes.

Five men whom I happened to know, with an earning power for themselves and their concerns of about \$200,000 a year, gave in all, four full days' time the last week.

This figures about \$546 a day or \$2,184 in all given for the welfare and the privilege of serving Kansas City and her citizens.

No more knocks from me if some things are allowed to slide. Men have a few slides coming, haven't they, fellow members?

Salute! All Hail, Laurel Wreaths and Loud Applause to President Parsons, the Board of Directors and the Committee Chairmen and Workers!

If encouragement and appreciation repay those who serve the civic welfare, without pay or profit or pressure, shall we withhold it hereafter? Not if we stop and consider. Nor will we censure the achievements omitted when we consider the deeds accomplished.

I, for one, can't afford to give as lavishly as these men, but they can have my hand claps hereafter.

Respectfully,

(Signed) C. T. THOMPSON.

VICTORY LUNCHEON.

(Continued from Page 82.)

to Kansas City; that incidentally the wool market had been saved to the city, representing an \$8,000,000 annual volume of business. He told how a labor survey had been conducted and labor brought in when needed; how a trade directory was compiled to show everything made and sold in Kansas City, as a part of a comprehensive industrial survey embracing everything necessary to sell Kansas City in a truthful way, on a fact basis, to any prospect. As part of this survey he reported an industrial map in course of preparation and explained that the department is prepared to submit to any prospect a brief especially gotten up for the individual concern.

He pointed to the industrial statistical folder issued January 1 as a sample of good industrial advertising and authentic information, and announced that the department is now working on the preparation of an elaborate booklet to more convincingly portray what Kansas City is industrially and as a good place in which to live. As evidence of the Department's preparedness he reported that since November 11 when the armistice was signed, nine new industries, employing 565 people, have been secured. He referred briefly to the effort being made to extend the foreign trade of Kansas City. He dealt briefly with the Legislative Bureau just organized and its functions while the Legislature is in session and after mentioning that a committee has special charge of the promotion of the oil business and that the department has been so far successful in landing returning soldiers in jobs, he referred to the Industrial Commissioner in charge of all of this as a man with some fourteen years' experience as Industrial Commissioner of railroads and with big corporations.

Convention, Publicity and Retail.

Instead of going into detail regarding the **Convention, Publicity and Retail Department**, the Secretary dwelt particularly on the fact that The Kansas Citian is sent to all members at an expense of some \$6,000 a year and that the new members should use it accordingly. Regarding conventions he recalled that last year was an off year, but that now the department is throwing in the high gear and going after them; that the department has plans for a bigger fund than they now have to cover conventions and expositions, and that a new man has recently been employed who is an expert in all of this work.

Traffic.

Speaking of the Traffic Department Mr.

Guild pointed out that it is in charge of a man who is Vice-President of the National Industrial Traffic League, the shippers' organization of the country, guaranteeing a knowledge and service second to none, as a result of which he is now serving as one of three members of the Kansas City District Freight Traffic Committee in charge of four states for the United States Railroad Administration, and that in all of the department's work it is the interpreter of the tariffs, rules and regulations for local application.

Specifically, reference was made to the Traffic Department's effort to secure the reopening of off-line agencies discontinued during the war and as the result of which the department has had to assume all of the service formerly given by these agencies, in the quotation of rates, information on routing, etc., mentioning that the Department had made 700 rate quotations in the last week, and that another matter the department is prosecuting is the restoration of pre-war service, by the reinstatement of freight and passenger trains, merchandise schedules, etc., suspended as war measures.

Young Men's Department.

As the last of the six departments, treating them alphabetically, Mr. Guild referred to the **Young Men's Department** as a "live bunch" which was responsible for the harvest of new members assembled. He told how any member may be affiliated with the Y. M. D. As the two other main functions of the Department he mentioned Entertainment and Trade Extension. Under the former he announced that weekly luncheons and occasional smokers are conducted with good-fellowship as the purpose, and that the new members must come to these affairs. Under trade extension he reported plans under way for an extensive trip some time in May, possibly of six days' duration, and mentioned that during the balance of the year several two-day automobile trips are in contemplation. He closed his reference to the Y. M. D. by recalling that they last year, while in charge of agricultural activities, had rounded up 10,000 men to help harvest the wheat.

General.

The Secretary told of the reciprocal relations existing between the Chamber and representative organizations elsewhere whereby a membership card is an introduction and a credential wherever presented, putting members on a par with the local membership and that in a reverse way privilege cards are available for guests or vis-

(Continued on page 88.)

SWITCH!

The American people are not only versatile but quickly responsive. That was apparent in their rapid transition from peace to war, from personal and local affairs to national and international affairs. They are again proving this by their ready reversion from the business of war to the business of peace.

In every city the greatest activity is apparent in reforming along new lines for aggressive measures in the community interest. Every city is preparing to go after business, to command greater attention and derive bigger results for its advancement. Kansas City must be up and doing.

VICTORY LUNCHEON.

(Continued from Page 87.)

itors to Kansas City. He urged attendance at the weekly luncheons at which Chamber of Commerce affairs are discussed and at which prominent speakers may be heard, and also emphasized the opportunity of developing acquaintance at the daily luncheons.

With trained men in charge of each department, with a Finance Committee under which the money of the association is budgeted, with its 624 members on 60 committees, he declared the organization ready for the readjustment period now setting in, ready to meet any emergency, and ready to go after anything for the community that is obtainable through organized intelligence, versus opposition, laziness, indifference, criticism, suspicion, selfishness and poor citizenship. He urged that the members know their city and that they know their Chamber of Commerce; that the latter can be best done by reading The Kansas Citian so as to know what the Chamber is doing and why; that when they do they will support the Directors in their work and insure the success of the "NOW for Kansas City" movement.

TELL the Conventions Bureau about that organization of yours. We want to invite them to meet in Kansas City.

COMMITTEE ADDITIONS AND CHANGES.

To further perfect the committee organization of the Chamber the following additions were made to several important committees by the Board of Directors at its meeting January 31.

Professor I. I. Cammack, Superintendent of Schools, was added to the Educational Committee of the Civic Department.

Mr. Walter Neff, Editor of the Drover's Telegram, was added to the committee on Education and Publicity of the Agricultural Department.

To the Trade Extension Committee was added George De Rue Meikeljohn Jones, connected with Lyle Stephenson Insurance Company, and Mr. W. Edwin Smith of the Standard Specialty Sales Company.

The Branch Managers' Committee of the Industrial Department was enhanced by the addition of Mr. E. J. Anderson of the Avery Company.

To the Markets, Transportation and Good Roads Committee of the Agricultural Department was added Mr. Frank A. Davis, Secretary of Associated Highways of America.

1008-1010 WALNUT STREET

Nice light, airy room, 24x106; also room 46x106; elevator service; modern in every respect; if wanting space look at these.

PATTERSON & SANFORD

H. P. Main 3667 1008 Walnut, 4th Fl.

SALESMAN.

Want high class man capable of handling the kind of people buying in Country Club District. Must be under forty years of age. References required. Salary and commission.

Reply by mail. Inquiries confidential. J. C. Nichols, 911 Commerce Building.

Need Envelopes? Write Phone Berkowitz



Traffic and Transportation

METHODS OF THE RAILROAD ADMINISTRATION.

At a hearing before the Senate Committee on Interstate Commerce a few days since methods of the U. S. Railroad Administration were cited which it is said caused considerable stir among the members of the committee.

The matters brought out were the orders, issued by Director General McAdoo at the instance of John Barton Payne, general counsel of the Administration, which orders overturn the common law, change venue of suits, wipe out the Carmack Amendment, and leave shippers without remedies against the most flagrant breaches of the duties of common carriers. Specific reference was made to Order 57 which refers to grain claims, etc., and by which the Railroad Administration has promulgated rules for the handling of grain claims which are directly opposite to the law as provided by statutes and outlined by the decisions of courts. Senator Pomerene directed that a file of orders of the Railroad Administration be brought to the Committee for examination.

ASK RESTORATION OF TRAINS.

The Department has made request on the Rock Island for the restoration of trains Nos. 35 and 36, which were formerly operated between Kansas City and El Reno, but which were discontinued last June by the curtailment plans of the Railroad Administration. Train 35 left Kansas City at 7:55 a. m., arriving El Reno at 9:30 p. m., and train 36 left El Reno at 8:00, arriving Kansas City 9:35 p. m.

Now that the war is over and necessities from an operating standpoint which lead to their curtailment no longer exist, the Rock Island is urged to consider early restoration of the trains.

ORDER PROTESTED.

The Department, on behalf of the Board of Trade, has filed protests with our United States Senators and the U. S. Railroad Administration against the Director-General's order 57, which covers handling of grain claims, cooping cars for grain loading, etc., and which in many respects is directly contrary to law.

Similar protests have been filed by western grain markets and associations of shippers and producers throughout the country.

MAX THELEN SUCCEEDS PROUTY.

Max Thelen has succeeded C. A. Prouty as Director of Public Service of the U. S. Railroad Administration. Mr. Prouty will, however, remain Director of Accounting. Mr. Thelen was formerly chairman of the California Railroad Commission.

Mr. Prouty has rendered splendid service to the public and the Railroad Administration during his term of office. It is said that he and Director-General Hines do not perhaps wholly agree on many matters, and that Mr. Prouty will leave the Administration entirely in the near future.

Mr. Thelen, it is stated, is an ardent advocate for government ownership.

MEETINGS.

The Executive Committee of the Traffic Managers' Division, met Thursday at the Renaissance Room, Hotel Baltimore.

DEMURRAGE ON GRAIN.

The transportation commissioner attended a conference between representatives of Western Grain Markets and the American Railway Association, at Chicago, Friday, January 24, when the present rules governing free time allowed on grain held for inspection were the subject of discussion.

It is absolutely necessary that some rules be promulgated which will relieve the shippers and receivers from the burden of demurrage charges resulting from causes beyond their control, such as delayed inspection, etc.

MATTERS BEFORE DISTRICT COMMITTEES.

KANSAS CITY COMMITTEE.

Docket 511.—Proposed uniform rule governing weights on live stock between all points in western territory. (Feb. 7.)

NOTICE OF HEARING.—Docket 427 proposed advanced rates on various oils to refined oil basis hearing has been set February 6, 10:30 a. m., room 1909, Transportation building, Chicago.

The Kansas City Committee held hearing on January 31 on readjustment of Petroleum Oil rates, carloads, intrastate in Kansas.

Docket 513.—Emergency. Proposed to establish for account of A. T. & S. F. R. R. rule governing the reconsignment of hay at Missouri River points substantially the same as now in effect on other lines.

Docket 515.—Proposed to establish rate of 34c per 100 lbs. on paper tablets, C. L. from Kansas City, etc., to Wichita, Kans. (Feb. 11.)

Docket 518.—Proposed to revise rates fifth class and lower between Sheffield and Edgecomb, Mo., to basis of not more than 125 per cent of rates in effect June 24, 1918. (Feb. 11.)

Docket 519.—Proposed to cancel from Missouri Pacific tariff 4746-C local rates of the K. C. N.-W. R. R., also joint rates between K. C. N.-W. and Missouri Pacific. (Feb. 11.)

Docket 520.—Proposed to establish on rags, old rope and scrap paper, C. L. between Kansas City and Sioux Falls, S. D., rate of 23c per 100 lbs. in lieu of present rate, 27½c. (Feb. 11.)

Docket 523.—Proposed to establish from Kansas City to Upper Missouri River points, points in interior Nebraska and intermediate points in Kansas commodity rates on building and roofing paper properly related to present commodity rates from St. Louis, Mo., and other points. (Feb. 11.)

DALLAS COMMITTEE.

Docket 564.—Proposed to cancel rules in K. C. S. tariffs 315-B and 315-C applying on grain, grain products, etc., from Kansas City to Beaumont and Port Arthur, Tex., rates and rules published in S. W. L. Tariff 32-Q to be applied in lieu thereof. (Feb. 9.)

NEW ORLEANS COMMITTEE.

Docket 141.—Proposed to establish on silicate of soda in tank cars from Missouri River to New Orleans rates now in effect on silicate of soda dry. (Feb. 4.)

OMAHA COMMITTEE.

Docket 57.—Proposed to cancel \$2.00 reconsignment-switching charge on hay stopped at Omaha for inspection. (Feb. 4.)

Docket 58.—Proposed to establish storing in transit privilege for six months on hay, C. L. at Omaha, Neb. (Feb. 4.)

Docket 70.—Proposed general revision of rates on hay and straw, C. L. from Kansas, Nebraska, etc., to Missouri and Mississippi River points and east thereof. (Feb. 4.)

Docket 54.—Proposed to readjust class and commodity rates between Mississippi River, Chicago, St. Paul and points taking same rates and points in Lincoln differential territory by restoring differences that existed prior to June 25, 1918, in order to re-establish relationship with Missouri River cities. (Feb. 3.)

Docket 72.—Proposed to establish rate 34½¢ per 100 lbs. on Fuel Oil, C. L. from Casper, Wyo., to Sugar Creek, Mo. (Feb. 6.)

ST. LOUIS COMMITTEE.

Docket 372.—Proposed to make charge of \$3.50 per car in addition to switching charges for service of unloading refuse left in cars by consignees when it is necessary to switch such cars to dumping grounds to perform such service. (Feb. 4.)

Docket 373.—Proposed to absorb switching charges on coal at M. K. & T. points to the same extent that other lines do at the present time. (Feb. 4.)

Docket 386.—Proposed to cancel privileges of packing premiums with shipments of cereal products, etc. (Feb. 10.)

Docket 387.—Proposed to advance rates on News Print paper from Appleton, Wis., district to Kansas City from 25c to 32c per 100 lbs. (Feb. 10.)

RATES AUTHORIZED.

Rate Advice 1162.—Authorizes effective March 1, the application of the same charge for two single-deck cars that would apply on a double-deck car of live stock where such double-deck cars are ordered at primary markets. Present rules at all other points to be withdrawn.

Rate Advice 1202.—Authorizes on iron barrels C. L. from Kansas City to Oklahoma points Groups 1 to 8 inclusive rate of 75c Group 9, 81½¢ per 100 lbs.

Rate Advice 1230.—Authorizes rate \$8.10 per net ton on smelter products from Durango, Leadville and Salida, Colorado, to Kansas City and other Missouri River points.

Rate Advice 1296.—Authorizes charge to be made for ice and salt used in reicing perishable property at points in Western Classification territory. Charge at points in Missouri and Kansas \$4.00 per ton for ice and 75c per 100 lbs. for salt.

Rate Advice 1368.—Authorizes cancellation of all class and commodity rates between Upper and Lower Missouri River points via C. R. I. & P. R. R.

K. C. N.-W. SEEKS ADVANCE IN STATE RATES.

At Topeka, February 11, the Kansas City Northwestern Railroad will appear before the Kansas Public Utilities Commission seeking permission to increase its rates on Kansas intrastate traffic (freight, passenger and switching), to the basis of the Federal controlled lines.

ROOSEVELT Memorial next Sunday afternoon at Convention Hall. Program is on page 81 of this issue.

SEND TO
SQUIRE ELECTRICAL CO.
FOR
Electrical Repairs for
Everything Electrical

SCHOOLEY
30% Discount on One
Large Lot of Office
Desks and Chairs
Both Phones
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CONSUMER

The "Service Symbol"

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Clagett Storage & Transfer Co.

CONVENTIONS AND EVENTS.

Southwest Water Works Assn., June 20th.
 Chamber of Commerce Luncheon, Francis I.
 room, Hotel Baltimore, Feb. 5th, 1919.
 Subject, "Compensation Bill."

Missouri State Electrical Contractors and
 Dealers' Association Annual Convention,
 Saturday, February 8th, Kupper Hotel.

Twelfth Annual Automobile Show of Kansas
 City February 20th to 25th.

National Tractor Show Feb. 24-Mar. 1st.

Tile and Mantel Contractors Association
 Kansas City, Hotel Baltimore Feb. 11-14.

An illustrated lecture on retail merchandis-
 ing will be given Friday night, February
 7th at 8 o'clock in Polytechnic Auditor-
 ium by W. F. Brenner, expert lecturer under
 the auspices of the Retail Grocers'
 Association and the National Cash Regis-
 ter Co.

YOU ARE WELCOME.

"When you and yours come to visit we
 and ours

We hope that we and ours will treat you
 and yours

The same as you and yours treat we and
 ours

When we and ours come to visit you and
 yours."

—Burns.

SURPLUS

GOVERNMENT SUPPLIES.

As an item of information, here is a list
 issued by the National Chamber of Com-
 merce showing estimates regarding building
 materials which the War Department now
 holds in excess of its present needs and
 which is to be disposed of, but in such a
 way as to cause no serious inconvenience
 to the building material trades:

Commodity.	Quantity.
Brick.	14,516,000
Hollow Tile	2,235,403 pcs.
Lumber Ft. B. M. Veneers and Plywood	350,000,000
Cement.	115,523 bbls.
Lime.	77,560 bbls.
Flue Linings (lin. ft.)	29,226
Metal Lath (sq. ft.)	1,122,313
Wood Lath	2,695 M.
Wallboard (all kinds)	5,406,429
Roofing (rolls)	202,208
Building Papers (rolls)	52,377
Nails—Asst. Sizes	159,622 kegs
Reinforcing Steel	3,000 tons
Sewer Pipe—Asst. sizes (lin. ft.	577,407

READ Secretary Guild's synopsis of the
 Chamber's various activities on page 82.

Will You Help Us?

Nearly every member of The Kansas City Chamber of Commerce be-
 longs to other organizations, local, national, or some State society or or-
 ganization. We are trying to compile a list of Conventions, meetings and
 gatherings in order that they may be reached through circularization and
 invited to honor Kansas City as the next convention meeting place.

You can help by filling out the blank form herewith telling us of some
 future convention or event which you are asked to participate in or in which
 you are interested. Please fill out the blank and mail it to the Convention
 Bureau, Chamber of Commerce, Kansas City, furnishing such information
 as you know of that will help us in this work.

Organization

Date of Convention.....

Place

General Secretary or President.....

Local Secretary of Branch.....

Estimated Delegates.....

Style of Convention.....

Writer's Name

Address.....

Remarks.....

Workmen's Compensation

will be the subject at the

Bi-Weekly Luncheon

Wednesday Noon, February 5, 1919

Francis I Room, Hotel Baltimore.

Mr. H. G. ELLERD of Chicago,
and

Mr. PIERRE R. PORTER of Kansas City

will discuss the Workmen's Compensation Bills
now before the Missouri General Assembly.

Every Employer of Labor Should Attend.

Roosevelt Memorial

under auspices of the
Chamber of Commerce

CONVENTION HALL

Sunday, February 9, 1919, 3 o'clock.

Major-General Leonard A. Wood

the late ex-president's life-long friend
will speak.

Fine Musical Program.

Admission free.

No tickets.

Doors open at two o'clock.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF

KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 6

KANSAS CITY, TUESDAY, FEBRUARY 11, 1919

Give Him His Job!

IT IS just as patriotic and necessary that the business men of Kansas City help the returning soldiers get jobs as it was to buy Liberty Bonds or Thrift Stamps last year.

Thousands of soldiers back from the camps and from overseas are looking for work. They are on the streets and they are applying here and there. They should be given every assistance in their efforts to return to civil life.

The Board of Directors of the Chamber of Commerce, at a meeting held February 7, directed that the following suggestions be brought to the attention of every member:

1. Re-employment of all former employes who left their jobs to give service to the country in any capacity.
2. In employing additional men, to give preference as far as possible to the soldiers and sailors now returning and who are being demobilized rapidly.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Elghth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE.....50 CENTS PER YEAR

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THE CHAMBER OF COMMERCE OF KANSAS CITY

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FRANK WITHERSPOON, Jr.	

DETERMINE ON TRADE TRIP.

On Tuesday of last week a group of representative wholesalers, manufacturers, live stock men, grain men, etc., met at the call of Harry Frazer, chairman of the Trade Extension Committee, to pass on three suggested itineraries. The outlines of these three trips had been made by three separate sub-committees working independently. It was interesting to find three sets of minds working on the same problem with such similarity and at the same time dif-

ferent views. One thing that had been specified to each committee was the desire to cover, on the proposed six-day trip, the best towns, with most people and with the greatest trade extension possibilities.

Every one of the committees recommended a trip that would cultivate certain territory where Kansas City is already considered the natural trade center, but with a substantial part of the time devoted to what might be termed the "enemy's country" where competition with other markets is keen.

Mr. Frazer will have his trade extension aides meet with him this afternoon to boil down the one trip agreed upon, analyzing it from an operating standpoint and financial basis to determine running time, length of stops, transfer points and all of the factors that enter into the price per ticket. When this committee has gotten through with it, it will be shaped up and submitted to the full Trade Extension Committee and also the Board of Directors for approval.

In order that a lien on a particular week in May might be established, the informal conference last week determined that the trip should start on the evening of Sunday, May 4, and occupy all of the following week, up to and including the 10th. This announcement definitely settles Kansas City's claim for these dates.

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Music.

THE Directors of the Chamber have again given their hearty encouragement and pledge of support to the Kansas City Grand Opera Company.

At the same time the Young Men's Department is planning a Glee Club within its organization.

For the Roosevelt Memorial last Sunday, held under the auspices of the Chamber, a community chorus had been organized with a possibility of this being made permanent.

The Board of Directors will make the bi-weekly luncheon, on February 19, a Kansas City Conservatory of Music affair. And the Chamber is on record with endorsement of other local musical organizations that fill a worthy place in the community and contribute to the development of a better and higher musical spirit in Kansas City.

While reconstruction and readjustment of a commercial nature is in the mind of everyone, the passage of war and return to peace should mean a greater appreciation of music, its more active encouragement and promotion on the part of all civic organizations of Kansas City.

Y. M. D. BI-WEEKLY LUNCHEON.

In the past season the bi-weekly luncheons of the Y. M. D. have been most interesting, effective and splendidly patronized. No one of those events will surpass in importance the forthcoming Y. M. D. Tractor and Auto Shows luncheon this coming Wednesday, February 12th, at the Hotel Baltimore. The attendance should be big, the interest shown exceedingly satisfactory to Chairman Marqua and his assistants and a rousing crowd should greet Messrs. James P. Smith and E. E. Peake, who will represent respectively the Tractor Show and the Auto Show.

Every member of the Chamber of Commerce should make it a point to be there and extend a hearty welcome to the speakers and thus assist the two biggest events of the year toward a successful consummation.

THE GREATEST SHOW.

The statement is made, and no doubt truthfully, by the local auto trade, that the Kansas City Auto Show of 1919 is to be the biggest auto show of the country. The late date of holding it, no National Shows this year, and the chance to show for first time new models will bring many automobilists from far distant lands here. The Chamber of Commerce received letters and requests to help the writers obtain hotel accommodations as far distant as San Francisco, Cal.; Jacksonville, Fla., and this would indicate a great success for this Fourteenth Annual Kansas City Auto Show.

In Convention Hall, Manager Louis Shouse, most thoroughly liked for his courtesy and kindly managerial acts, has arranged for near 55,000 square feet of exhibit space by extra wide balcony exhibit promenade. The decorations arranged for this year will far surpass those of any predecessor. In addition to new and greater display of autos and accessories, there will be some splendid educational talks and demonstrations.

David Bancroft, managing editor of the Class Journal Company, who recently returned from a two months' inspection tour of motor car factories in England, France and Italy, will speak at the dinner for motor car dealers on Thursday evening, February 27, which is to be a feature of the program planned for Automobile Show week, February 24 to March 1. F. W. A. Vesper, president of the National Automobile Dealers' Association, will be master of ceremonies; Ned Jordon, president of the Jordan Automobile Company of Cleveland, O., will speak on salesmanship, and Harry Moock, business manager of the national association, will deliver an address upon the program planned by the association for the coming year.

Construction work on the display space in Convention Hall already has started. The decorating also will be started soon, it was announced yesterday. Two balconies are being built, an additional one being needed this year, in order to accommodate the unusually large number of space reservations. More than 300 reservations already have been made for the 1919 show, necessitating the use of the arcade as show space for heavy trucks, and the upper balcony for accessories and lighter trucks.

Develop the daily luncheon habit. Luncheon in the Renaissance Room of the Baltimore Hotel. Table de hôte and a la carte service. No tipping allowed.

The Renaissance Room of the Hotel Baltimore belongs to the Chamber of Commerce members during the luncheon hour every day. It is a beautiful room, a fine place to take your friends for luncheon.

America's Greatest Tractor Show.

What Kansas City Has Done for a Great Industry.

KANSAS CITIANS will be interested in knowing some pertinent facts about a great movement which has been developing right here at home during the past few years and which has taken practical form this year—the National Tractor Show to be held in Kansas City, week of February 24-March 1.

These shows are given under the direction of the Kansas City Tractor Club. James Patrick Smith is president, R. W. Crawford, vice-president, and Guy H. Hall, secretary-treasurer. The board of directors comprises W. C. Giberson, M. R. Voorhees, Edwin Downs, H. A. Kaufman and R. W. Johnson. These men are all in the tractor and implement business and because of their remarkable capacity for organization and their determination to work in harmony with their fellow members of the Kansas City Tractor Club and manufacturers throughout the country, Kansas City may well take pride in the wonderful tractor show which will be held here week of February 24-March 1.

The Tractor Show Building will now cover an area of over 110,000 square feet. Four years ago the possibility of such a building, as is now being erected to house this great annual event, would have been ridiculed. Even last year's exhibition is small compared to the Tractor Show of 1919.

The Fourth Annual National Tractor Show will, in a manner, answer Food Administrator Hoover's request for 20 million tons of food for the war-weary peoples of Europe. To insure democracy throughout the world American farmers must continue to increase their production in order to feed the liberated nations, for hunger among a people inevitably breeds anarchy. Of the world total, America, including the West Indies, will furnish more than 60 per cent, practically the limit of loading capacity in our ports. A casual survey of the world's supplies in comparison to the world's demands shows conclusively that Europe will starve, unless America will use every means in its power to increase home production. No matter what individual belief, it is up to the American people to bestir themselves to solve this problem.

The growth of the tractor industry has been remarkable. In 1912 there were only 11,000 tractors manufactured in the United States. By 1918 the total output approximates 100,000. It is predicted that in 1920 over 300,000 tractors will be in use in

America. The potential market in this country exceeds 1,250,000 tractors. By this is meant, that there are farms in the United States which can be far better and more quickly worked with less labor and greater returns, with tractors than without. The number of tractors to meet this demand would total one and one-quarter million, not including replacements. Of course, this staggering figure does not include the demands of Europe, of Asia, of Africa, or of South America.

American tractors were favorably known in Europe before 1914, but the great war resulted in thousands of tractors being shipped to England, France, Italy and other countries of the Old World. Domains and estates of the gentry were plowed night and day to defeat the German U-boat program. The Food Controller of England, the late Lord Rhonda, is quoted as saying that American tractors saved England from starvation. We all know how the tanks—transformed tractors—enabled the British to break the Hindenburg line before Cambrai, and later brought about the debacle which hastened the retreat of the Kaiser's armies from French territory. In far off Mesopotamia, the American made tractor was an important implement of military value in defeating the Turks. Now, with peace assured the ancient granary of the Near East will see tractors from America in practical every-day use in fields where for centuries the primitive wooden plow was the only implement used. A merchant of Bagdad is now representing several American manufacturers. At Busra, the port of Bagdad on the Persian Gulf, facilities are ready to handle immense importations of American farm machinery, including tractors.

Due to the location of the National Tractor Shows in Kansas City, the geographical center of the United States and right in the heart of the tractor country, the exhibitions, from the first, have been a success. Last year over \$3,000,000 worth of tractors, tractor accessories and power farming machinery were sold.

The Fourth Annual National Tractor Show will be the most comprehensive exhibition of its kind ever held in the world. Over 250 manufacturers will display approximately 150 different makes and modes of tractors—a type for every use or need. There will

(Continued on page 103.)

Legislature Information Bureau.

By PIERRE R. PORTER, Director.

House Bills 1 to 195, Inclusive, Missouri.

(Introduced January 20-21)

1. **Woman Suffrage.** Right to vote for president electors and for all officers other than those provided for in and required by the state constitution.

2. **New Constitution.** Alleged by proponents of bill 60 to be political in complexion. (Introduced by Mr. Wilkinson.)

60. **New Constitution.** Alleged by proponents to be non-partisan. (Introduced by Mr. Prewitt.)

8-59. **Children's Code.** (Special digest will be prepared by Civic Department.)

61. **Memorial Highways.** Traversing the state and radiating from Jefferson City as the spokes of a wheel.

62. **To Curb Power of Public Service Commission.**

(1) Due respect shall be given to franchise between any common carrier and any municipal corporation so long as such agreement shall not encroach upon the powers reserved by the state.

(2) The public service commission fixing any rate or fare shall not consider any franchise or right to use the streets of any municipal corporation as an asset of any value beyond the actual cost thereof in money or property to the railway company acquiring the same, but in fixing or allowing a rate that will net a reasonable return on the investment to any such railway company any property or franchise or any other intangible asset acquired from any such municipal corporation without cost shall not be taken and considered as assets upon which to calculate a reasonable return.

(3) Commission shall arbitrate differences between employers and employees.

(4) Fare from Kansas City to Independence shall not exceed the fare for the same distance in any other direction.

63. **Pension for Blind.**

64-200. **To Do Away With State Tax Commission.**

65. **Anti-Primary Bill.**

66. **Relating to Primary Elections.**

72. **Wills.** Permitting testator to record a will in like manner as a deed: Absent a contest, property may be distributed after three months after death.

73. **To govern stock yards companies and live stock commission companies,** in the matter of charges made for food.

79. **Workmen's Compensation.** Intro-

duced by Organized Labor. For discussion and table of schedule as compared with that of laws of neighboring states, see article in last week's Kansas Citian. Hearings were held before the Committee on January 29th, February 3rd and 5th. On February 10th, special hearing will be devoted to House Bill 122, known as the Employer's bill which is offered as a substitute to this bill. On February 12 will occur the final committee hearing.

83. **Amending the Inheritance Tax Law of 1917.** Exempting from the act certain specified transfers of property such as bequests for the use of hospitals, religious and educational organizations in cities.

92. **An Act to Raise the Salaries of Policemen.** (Introduced by Mr. Keenan.) Has meritorious features. Has been indorsed by the directors of The Chamber of Commerce with the following recommendation:

"1. That the salaries designated for patrolmen, sergeants, lieutenants and captains should stand because of the increased cost of living and the fact that the city firemen and even the trainmen on the street car system were drawing greater wages than the city patrolmen.

"2. That no increase be granted the higher officials, those above the rank of captain, since the pay was a sufficient living wage.

"3. That Senate Bill 185 should be made an amendment to the Keenan bill, this bill being designated to limit the amount of money which the police commissioners could lawfully demand of the city administration."

95. **Amending the 1917 Corporation Franchise Tax Law.** Adding thereto a provision excluding and exempting certain mutual insurance companies.

98. **Amending present Law Governing the Assessment of Property** by adding the words, "Deducting all liens on such real estate." (Effect of this bill is to permit a property owner when handing in his assessment on his real estate to deduct from the value of the property the amount of any mortgage, mechanics' lien or other lien.)

100. **Amend present law relating to taxation of Insurance Companies.**

(Continued on page 104.)

TO SIMPLIFY
TAX PROCEDURE.

A bill has been introduced in the Legislature which has for its object permitting the city to consolidate its tax assessment and collection with that of the county in which it is located.

This in Kansas City would mean that instead of two assessments there would be one, instead of two places to pay taxes and at two different times, when taxes are due, there would be one. It would eliminate the City Assessor's office and a large part of the City Treasurer's and Auditor's offices. Its most beneficial result would be the increased convenience to citizens in payment of taxes. This bill was considered by the County Affairs Committee at two meetings and on its recommendation the Board of Directors, on January 31, approved of the measure.

Get a copy of the Civic Department's report on the gas problem. It's worth reading.

Y. M. D. PROPOSES
A GLEE CLUB.

At an Executive Committee meeting of the Young Men's Department held last week, sentiment was strong for the organization of a Glee Club within the Y. M. D. Steps were ordered taken to ascertain through the columns of The Kansas Citian the sentiments of the membership on the proposition.

It is realized that there is a great opportunity for a Glee Club within the organization to furnish music at luncheons, smokers and in campaign work, on trade extension and good fellowship trips, etc.

Whether or not a Glee Club will be formed now or just a quartette depends upon the members who are singers, and anyone who will be interested in the proposition is asked to get in touch with Vice-President F. C. Marqua, or William A. Os-good, Chairman of the Entertainment Committee or General Secretary J. M. Guild.

Kansas City's Influenza Rating

Just where Kansas City stands in its death losses from influenza is something that every member should know, in order that they may now appreciate the Chamber's active fight against the disease. Scrutiny of the following table will convince even the most stubborn person that there was occasion for all of the safeguards that were invoked by the Board of Directors. They certainly justify all of the precautions that followed the initiative taken by the Chamber.

The ranking given for each city shows the increasing number of deaths per 1,000 people, Grand Rapids, Mich., having the lowest, and Pittsburgh, Pa., the highest. These figures are calculated from statistics of the U. S. Census Bureau just issued:

Rank.		Deaths per 1,000 Population.		Rank.		Deaths per 1,000 Population.	
1.	Grand Rapids	2.3		22.	Providence.	5.3	
2.	Jersey City	2.6		23.	Richmond.	5.4	
3.	Minneapolis	2.7		23.	Buffalo.	5.4	
4.	Atlanta.	2.9		25.	Lowell.	5.5	
4.	Toledo.	2.9		26.	Cambridge.	5.6	
6.	Indianapolis.	3.2		27.	Omaha.	5.7	
7.	Milwaukee.	3.3		28.	KANSAS CITY.	5.9	
8.	Columbus.	3.6		28.	Albany.	5.9	
9.	St. Paul.	3.9		28.	Syracuse.	5.9	
10.	St. Louis	4.0		31.	Worcester.	6.3	
10.	Memphis.	4.0		31.	Fall River.	6.3	
12.	Louisville.	4.3		34.	Nashville.	6.5	
13.	Chicago.	4.4		35.	New Haven	6.6	
14.	Oakland.	4.5		35.	San Francisco	6.6	
14.	Rochester.	4.5		37.	Newark.	6.7	
16.	Cincinnati.	4.6		37.	Washington, D. C.	6.7	
16.	Cleveland.	4.6		39.	New Orleans	6.9	
16.	Los Angeles.	4.6		40.	Baltimore.	7.0	
19.	New York.	4.8		40.	Boston.	7.0	
20.	Birmingham.	5.0		41.	Philadelphia.	7.9	
21.	Dayton.	5.1		42.	Pittsburgh.	8.0	

An interesting fact disclosed in these figures is that geography seems to have had no influence, except that the largest percentages appear opposite eastern points.

GOVERNOR GARDNER INVITES MEMBERS.

The following letter from Governor Frederick D. Gardner of Missouri will certainly insure a representative delegation to Jefferson City on Tuesday, March 4, the date now proposed by the Directors. This date was agreed upon by the Board of Directors at their meeting January 31. It had been intended to go earlier, but Kansas City will entertain during February so many visitors attending the tractor, automobile and other shows that the Directors thought it advisable to forego the visit until it is possible for the most representative delegation to visit the capital city.

The warmth of Governor Gardner's invitation, supplemented as it is known to be by Mrs. Gardner, insures a hearty acceptance on the part of the members. Here is the Governor's letter:

Executive Offices
STATE OF MISSOURI
City of Jefferson

January 30, 1919.

Hon. B. A. Parsons, President
Chamber of Commerce,
Kansas City, Missouri.

My Dear Mr. Parsons:

It is my earnest desire to have the members of the Kansas City Chamber of Commerce visit Jefferson City as my guests on such a date as you may designate. If you will kindly fix the date and advise me as soon as possible, advising me of the hour when you will arrive, I will look after all the details.

I want the members to have lunch with me at the Executive Mansion. In the afternoon they can visit the penitentiary and the new Capitol, and, doubtless, the Legislature will be glad to receive the organization in a body.

I will guarantee the gentlemen one of the most pleasant days they have ever spent.

With cordial good wishes, and hoping you may see your way clear to accept this invitation, I am, Faithfully yours,

(Signed) FREDERICK D. GARDNER.
Governor.

In order that plans may be carefully developed and worked out for this important occasion, Vice President James Ketner has been made chairman of a special committee consisting of members of the Executive Committee and the members of the Trade Extension Committee.

At the present time it is planned to leave Kansas City, by special train, early enough in the morning to reach Jefferson City in time for luncheon at the Executive Mansion, this to be followed by a meeting with the State Legislature in joint session, an inspection tour of the new capitol and if desired a trip through the penitentiary, leaving Jefferson City early enough to get home late in the evening.

BUREAU SERVICE.

Members should familiarize themselves with the service now being given by the Legislative Bureau of the Chamber of Commerce. This is in charge of Mr. Pierre R. Porter, who spends practically half of each day at the Chamber of Commerce.

Here is the service the Bureau is prepared to give:

1. A copy of each bill introduced in the Missouri Legislature is on file at the Chamber of Commerce rooms. Members of the Chamber are invited to inspect any of these bills which may interest them.

2. Bulletins will be published weekly in The Kansas Citian announcing, by title, bills which are deemed to be of special importance. (Information will be furnished concerning the status of all bills whether they are specially indicated in the Bulletin or not.)

3. Efforts will be made by the Bureau to telephone to the leaders of various industries, facts concerning bills of vital importance to the particular industry.

4. The Bureau will endeavor to obtain special information regarding the ultimate outcome of proposed legislation for the benefit of those who are sufficiently interested to advise the Bureau of the nature of the information which they desire to obtain.

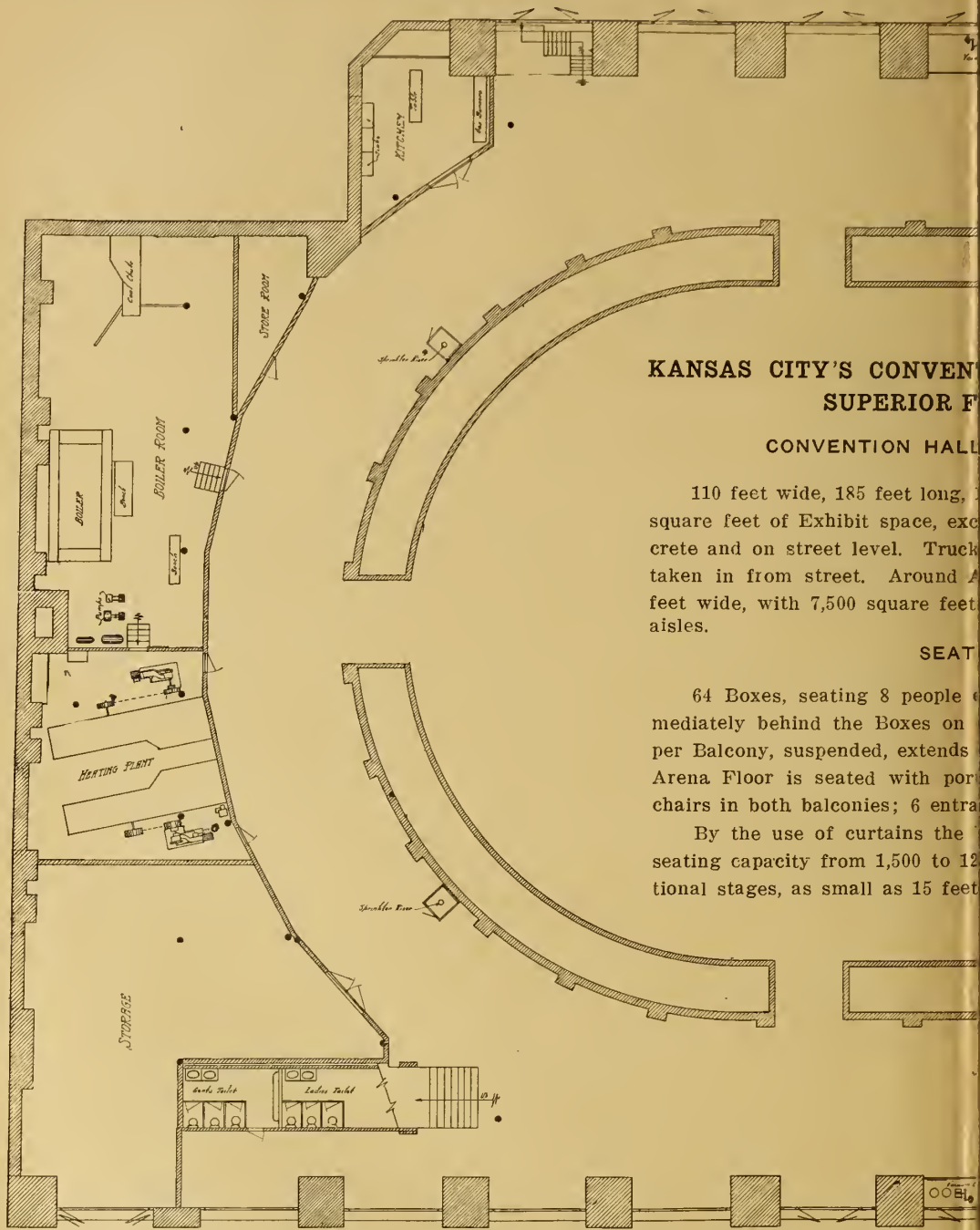
5. Bills especially deserving of passage or defeat will be specially digested in The Kansas Citian and reasons given for their passage or defeat.

CONFERENCES.

About one hundred representatives, sales managers and publicity men of the Harley Davidson Motor Co., Milwaukee, Wis., held their Second Annual District Dealers' Conference at the Hotel Baltimore, February 6th and 7th. Mr. W. E. Kalman, traveling representative had charge of the conference, assisted by Frank B. Rogers, a special representative from the factory.

The conference took up the question of outlining the sales policy for the coming year; to talk over ways and means regarding reconstruction of branch houses and branch business, and to become acquainted with the new Harley Davidson model machine which was shown in Kansas City last week for the first time. The meeting was highly successful and will be repeated semi-annually hereafter.

Have you a few membership applications within reach?
If not, get some from the Membership Secretary. Be ready
for a prospect.



KANSAS CITY'S CONVENTION HALL SUPERIOR FLOOR CONVENTION HALL

110 feet wide, 185 feet long, 110 square feet of Exhibit space, exclusive of concrete and on street level. Truck taken in from street. Around 110 feet wide, with 7,500 square feet of aisles.

SEATING

64 Boxes, seating 8 people each, immediately behind the Boxes on the Balcony, suspended, extends over the Arena Floor. Arena Floor is seated with portable chairs in both balconies; 6 entrances.

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Floor.12,000 feet
Arcade. 7,500 feet
Lobby. 3,200 feet

Top Floor.

Roof Garden.15,000 sq. ft.

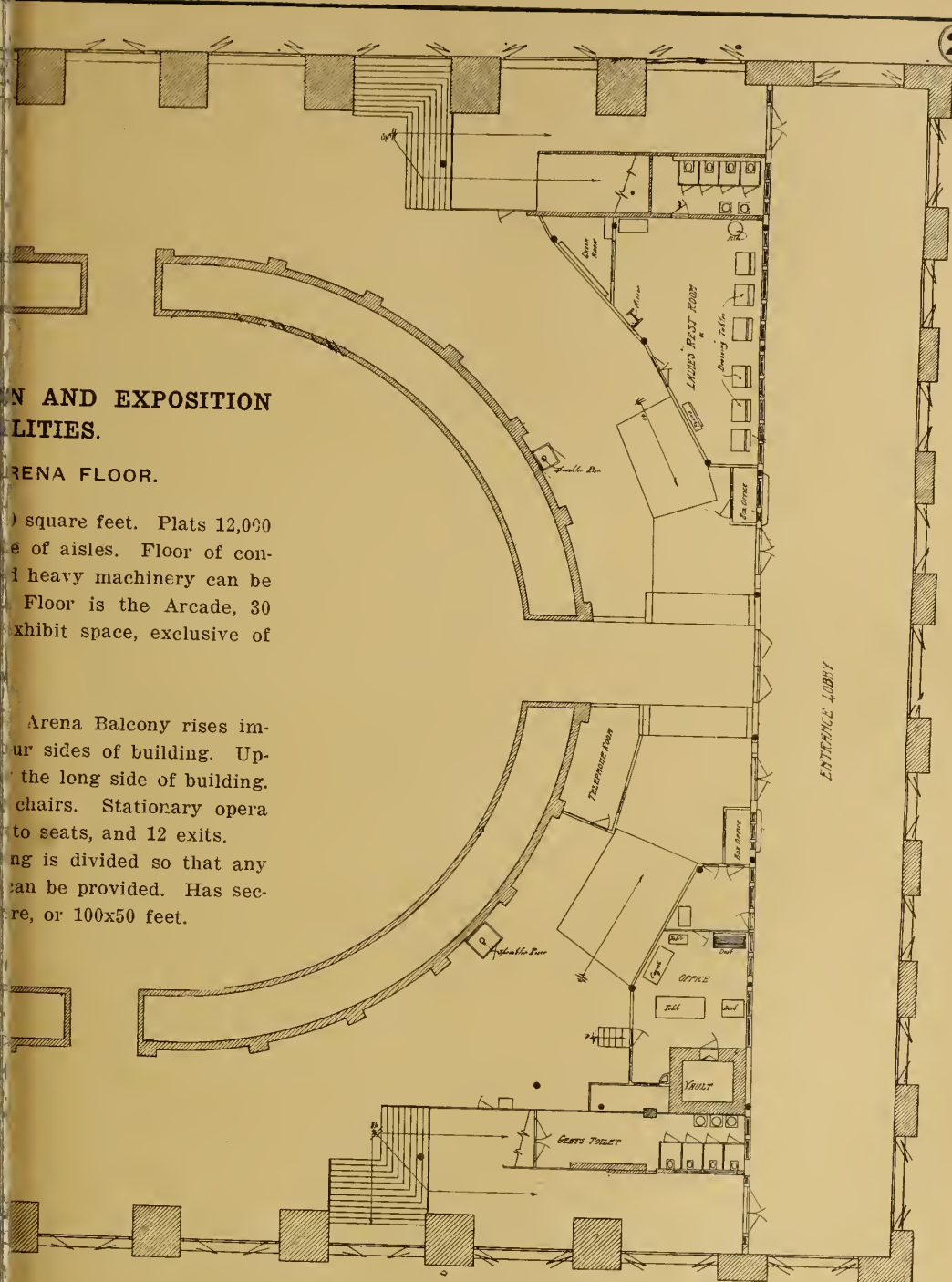
CONVENTION HALL
KANSAS CITY

N AND EXPOSITION ILITIES.

ARENA FLOOR.

square feet. Plats 12,000
e of aisles. Floor of con-
heavy machinery can be
Floor is the Arcade, 30
exhibit space, exclusive of

Arena Balcony rises im-
ur sides of building. Up-
the long side of building.
chairs. Stationary opera
to seats, and 12 exits.
ng is divided so that any
can be provided. Has sec-
re, or 100x50 feet.



HALL.
An exhibit can be held in one part of the Hall and a large meeting in another, at the same time.

MO.
Ample toilet, rest room, telephone and check stand facilities. Five different meetings can be held at the same time.



SOUTHWESTERN APPRAISAL CO.
KANSAS CITY MO.

SCALE 3/4" = 1 FOOT

JUNE 1912

WORKMEN'S COMPENSATION LUNCHEON.

The Chamber of Commerce Bi-Weekly Luncheon, Wednesday, February 5, possessed unusually interesting business educational features.

Gathered in the Francis I room of the Hotel Baltimore, Wednesday noon, February 5th, were many earnestly interested members of the Chamber of Commerce, and especially those who were employers of labor and interested either from a legal standpoint or as insurance men in the subject matter of the Workmen's Compensation bills which were discussed and evoked a lively debate.

Mr. Cliff C. Jones, chairman of the meeting, prior to the several talks, introduced the subject of the fourth annual tractor show, announcing the opening date as February 24th, closing March 1st, and stated that the importance of this great industrial event could be computed by those present from the fact that a \$60,000 building to house the exhibits was being erected to be used for one week and then torn down. This illustrated, in his judgment, the necessity of action being taken looking toward the building in Kansas City of an exposition building that would take care of the national tractor show and other similar industrial expositions.

Mr. Jones introduced Mr. F. D. Crabbs, former President of the Chamber of Commerce, who invited the members of the Chamber of Commerce to attend the Art Exhibition Wednesday at the Fine Arts Institute Building and is worthy of patronage. He believes that the members of the Chamber of Commerce would find it profitable to enlist art as a relief to too much business and as a help to appreciate business efforts.

The chairman announced that the luncheon on February 12th, under the direction of the Y. M. D. would be a tractor and automobile show luncheon with special features and talks on the importance of these shows.

Announcement was further made that a Kansas City Music Conservatory day of the Chamber of Commerce would be February

NEW INTER-CITY COMMITTEE MEETS.

The new Inter-City Committee has organized and is already getting down to business. This took form at a meeting held January 30 at which the Kansas City (Kansas) Chamber was represented by the full committee consisting of Messrs. C. L. Brokaw, E. S. McNany, R. K. Stiles, N. N. Dalton and Lee Vaughan, accompanied by Mr. Samuel Wilson, Secretary of the Chamber of Commerce.

The Missouri side was represented by Mr. F. C. Sharon and Mr. Leon Smith. The absent members were W. T. Kemper, W. L. Eastlake and George B. Longan. Civic Secretary Walter Matscheck and General Secretary Guild were also present.

Mr. Sharon was made permanent chairman of the joint committee and Mr. Guild secretary. There were gone over in a preliminary way a dozen or more subjects in which it was decided that the two Kansas Citys could work harmoniously and effectively. These will be inquired into so that the committee will be thoroughly familiar with present conditions and future prospects bearing on closer relations between the two Kansas Citys.

19th and he bespoke for it a big attendance.

The chairman introduced Mr. Charles M. Miller, attorney of the Employers' Association of Kansas City, who had put a great deal of time on the analysis of the two Workmen's Compensation Bills, now up before the legislature at Jefferson City.

Following this gentleman came Mr. Pierre R. Porter, who is the Chamber of Commerce legislative representative at Jefferson City and who assisted the Chamber of Commerce committee on legislation in the preparation of the bill now known as the Missouri Compensation Bill, sometimes termed the Employers' Bill.

Discussions of the various bills were engaged in by Mr. Paul S. Conwell, attorney; Mr. S. B. Robertson, a director of the Chamber of Commerce; Mr. Rees Turpin, member of the legislative committee; Mr. Lyle Stephenson and Cliff D. Sloan.

ELECTRICAL REPAIR SERVICE

Denton Engineering and Construction Co.

317-319 E. 17th Street, Kansas City, Mo.

A SHOP EQUIPPED TO REPAIR ANY KIND OF ELECTRICAL MACHINERY.

THE TRACTOR SHOW.

(Continued from page 96.)

be over 400 exhibits of tractor accessories and power farming machinery. All the big manufacturers of tractors, tractor accessories and power farming machinery, or their representatives will be in attendance. A number of export agents from New York are planning to be here.

Even before the formal articles of peace have been signed, export prospects have developed to a surprising degree. With governmental co-operation in European and one or two Asiatic countries, it is predicted that power farming will soon become a big factor in the development of countries and colonies where primitive means are still used. Already one American manufacturer has concluded arrangements for representation in Algiers. Horacio Lada, a dealer in agricultural implements at Granada, Spain, who attended the Tractor Show last year, is sending a representative to attend the 1919 tractor show. He is particularly interested in light tractors.

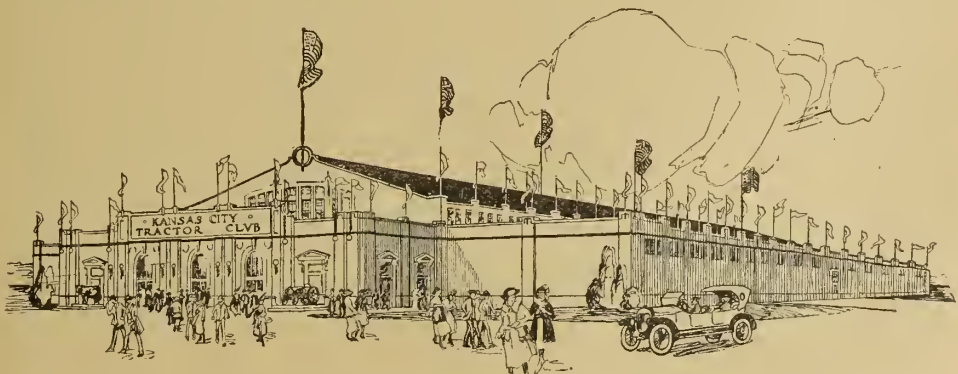
The Fourth Annual National Tractor Show has been endorsed by the Show Committee of the National Association of Implement and Vehicle Manufacturers. This is the first endorsement ever extended any tractor event, and is practical proof of the position of Kansas City and the Annual Tractor Shows in the minds of the powers that be in the tractor industry. The management anticipates a record-breaking Tractor Show from every standpoint, and predicts that the big attendance of last year will be more than doubled. Farmers are tremendously interested in the forthcoming show and with good prices for farm products assured, anticipate increased sales of tractors as compared with last year.

The Fourth Annual National Tractor Show will emphasize the educational angle to a

greater degree than the previous shows. The important object back of the first tractor show was to educate farmers in the practical use of tractors and to demonstrate the all 'round economic value of power farming. Furthermore, the service offered tractor users on behalf of manufacturers, distributors and local dealers will be explained by representatives of the large tractor manufacturers. Many automobile dealers are manifesting interest in tractors. As the tractor show will be held the same week as the Kansas City automobile show, many dealers in automobiles and trucks will be able to decide the tractor question from a merchandise standpoint while in Kansas City.

The huge building for the Tractor Show is now nearing completion. The scheme of interior decoration will embody the colors of the Allies and America, uniquely showing forth the new alignment of free democracies. From an architectural standpoint this structure will be novel. The west front, facing the Union Station, is Gothic in design. A huge arch carries the roof above the clear-story. Projecting twenty feet beyond will be the entrance vestibule. The Tractor Show Building will be heated by steam, pipes are now being laid from the heating plant of the Union Station. The entire structure will be lighted by electricity. The building will be provided with one hundred roof ventilators.

The spacious lobby of the main entrance will be flanked by three ticket offices. To the right there will be a special room for the directors of the Kansas City Tractor Club; to the left, a suite of rooms for the use of the exhibitors desiring meetings of salesmen, distributors and prospective dealers. The exhibition hall will provide ample room for the display of the hundreds of exhibits.



HOME OF THE FOURTH ANNUAL NATIONAL TRACTOR SHOW.

Now being erected on the Union Station Plaza.

LEGISLATIVE BUREAU.

(Continued from page 97.)

103. **Extending present law requiring corporations to pay their discharged employees their wages immediately, to partnerships, firms and individuals as well as corporations.**

111. **Taking away the right of suffrage from the alien declarant.**

121. **An Act providing for the equalization of the salaries and compensation of teachers and other employes in the public schools and other public institutions of this state, and prohibiting discrimination on account of sex, and providing a penalty.**

122. **Workmen's Compensation.** Known as the "Employers' or Missouri Bill," endorsed by the Directors of The Chamber of Commerce; also St. Louis Chamber of Commerce. Offered by organized employers as a substitute for House Bill 79, known as the "Labor Bill." More conservative than the Labor Bill and more in line with laws of other states. This bill permits the employer to insure where he will, while the labor bill requires him to insure in a fund supported by the State of Missouri. Self insurance permitted in exceptional cases. Other distinctions are that the labor bill requires payments for total disability to continue for the period of disability, while the employers' bill limits these payments to 400 weeks. Again the employers' bill contains a maximum of \$12 per week, while there is no maximum in the labor bill, although there is a minimum of \$8. (The result of this is, that under the labor bill unskilled workmen could remain idle and draw more money than if they were well and working.)

123. **An Act to release all public utilities owned or operated by any municipality within the State of Missouri from the jurisdiction of the state public service commission, and to invest the sole power and authority to make and enforce all necessary rules and regulations for the proper conduct of same, including the rates to be charged and the manner of enforcing the collection of same.**

127. **To do away with Public Service Commission.**

128. **An Act to Repeal Act of 1917 entitled an Act to abolish capital punishment in the State of Missouri.**

129-139. **Radical changes in the law of administration of estates, especially Dower and Courtesy, inventory and appraisement, partition of real estate.**

146. **An Act to provide for the assessment of property at its full actual value and to tax it at one-half such value, to pro-**

vide rules and regulations for such assessments, and to govern boards of equalization, fixing members thereof, and providing that merchants and manufacturers shall be assessed in like manner as individuals, and providing also that all corporations shall be assessed in like manner except railroads, banks, bridge, telegraph, telephone and express companies and boats and vessels, and also providing a mode for the assessment of banking corporations, and to repeal all laws in conflict herewith.

186. **An act to repeal Section 2887, entitled "Possession to follow sale of goods and chattels," and also to repeal Section 2889, entitled "Conditional sales void as to creditors unless recorded," and to enact in lieu thereof two sections covering the same subject matter to be known as Sections 2887 and 2889.**

195. **An Act providing for the regulation of the equalization and levy of taxes, the making of tax books, extension and collection of taxes upon real and personal property in counties containing, or which may hereafter contain, a city of not less than 200,000 nor more than 700,000 inhabitants, and authorizing such cities to levy taxes on the assessment of the county assessor as equalized by law and the extension of the tax levy by the clerk of the county court and the collection of city taxes by the county collector when such cities may so require, and fixing time when taxes shall be delinquent and penalties on delinquent taxes, with an emergency clause. (Introduced by Mr. Wilkinson). A measure of importance to residents of Kansas City.**

House Bills 1-431 inclusive, and Senate Bills 1-315 inclusive, are on file with the Legislation Information Bureau.

Lack of space prevents further analysis in this issue. Senate Bills are largely duplicates of the House Bills.

RUSH COUNTY CONSOLIDATION BILLS.

Mr. T. A. Witten, Chairman of the County Affairs Committee, together with Judge J. L. Johnson, a member of the committee, went to Jefferson City Wednesday of last week to urge upon the Legislature the passage of a bill which will permit Kansas City and Jackson County to consolidate or separate. The activity of the County Affairs Committee in working for this bill during the past several months is a gratifying exhibition of what a committee can do when it really gets interested in its work.

Are you interested in bringing conventions to Kansas City?
Report next meetings to the Convention Department.

KANSAS CITY COMMUNITY CHORUS.

The Memorial Chorus which sang at the Roosevelt Memorial Services last Sunday was one of the largest mixed choruses ever assembled in Kansas City. The idea of this chorus was conceived, the chorus assembled and rehearsed all within ten days' time. Considering the splendid showing and work done by this chorus in so short a time, one cannot but marvel at what could be accomplished by a Kansas City Community Chorus if organized and carefully trained for months.

The Chamber of Commerce does not desire to see the chorus of last Sunday utterly disbanded, but to the contrary would welcome last Sunday's chorus as the forerunner of an augmented Kansas City Community Chorus, which would coordinate all of the best musical interests of the city, and such an organization properly managed would not only be a source of satisfaction and pride to Kansas City, but it would receive the whole-hearted support of the Chamber of Commerce.

President B. A. Parsons sounded the keynote when he said that a chamber of commerce could become too commercial to the exclusion of civic art and music, and that it was his personal hope that such a mistake as this might not be made in Kansas City.

As a member of a committee are you busy between meetings observing things to take up with your chairman for discussion at its next meeting?

CONVENTIONS AND EVENTS.

Hardware, Implement & Vehicle Club, Hotel Baltimore, February 10th.

The New Era Presbyterian Conference in session in Grand Avenue Temple is holding committee meetings, Westgate Hotel.

Twelfth Annual Automobile Show of Kansas City Feb. 24-Mar. 1.

National Tractor Show Feb. 24-Mar. 1.

Tile and Mantel Contractors Association, Kansas City, Hotel Baltimore, Feb. 11-14.

The Hotel Men's Association appointed Mr. Frank W. Eitemiller, Chairman of the Housing Committee. Mr. Eitemiller's position is a very important one.

NEW NON-RESIDENT MEMBER.

In the membership drive last month, while no effort was made to secure non-resident members, one was enrolled and a most representative one at that—Mr. A. Ross Hill, President of the University of Missouri, Columbia.

His application was taken by Chairman Ed. S. North. This emphasizes the fact that the organization has in its by-laws provision for non-resident membership, this being on the dues' basis of just half what an active resident member pays per annum.

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CONSUMER

Traffic and Transportation

TO RESTORE AND ADD TO POWERS OF I. C. C.

There has been introduced in the Senate and House of Representatives a bill, the purpose of which is to restore and add to the power of the Interstate Commerce Commission.

The important features of the bill are as follows:

To amend Section 1 of the Act to Regulate Commerce so as to apply to transportation by water on inland lakes and rivers, and between points on the sea coast.

The Commission in reaching a conclusion as to the reasonableness of any rates, etc., is to take into consideration increased costs of labor and other operating costs.

To amend the amendment to the I. C. C. act, approved May 29, 1917, known as the "Esch Bill," to authorize the Commission to establish reasonable rules, etc., with respect to train service and operation. To authorize the pooling of equipment and terminal facilities as shall best serve the public interest in times of car shortage.

To amend Section 5 of the Act to allow pooling of traffic and facilities and consolidation of two or more carriers, on orders from the Commission when it shall conduce to the public good.

To authorize the Commission to prescribe minimum, as well as maximum rates.

To limit the suspension power of the Commission to 90 days. But if the Commission cannot determine as to the reasonableness, etc., of any proposed charge within 90 days, and such charge goes into effect, and the Commission finally conclude that such charge is in violation of the act, they shall, upon proof of shipments, award reparation down to the basis of the charges found reasonable.

To authorize the Commission to notify state commissions of complaints, etc., in which they may have an interest, and the state commissions will have the right to appear, be heard and file briefs, and sit with the Interstate Commerce Commission, or its representative, at the hearing.

It is proposed to give the Interstate Commerce Commission control over securities issued by the railroads, and authority to consider extensions and pass on the question of whether or not such extensions are in the public interest.

MINDEN, MO.

Sometime since routing on L. C. L. freight to Minden, Mo., was changed from the Missouri Pacific as shown in the Sailing-Day Schedule, to the Frisco, which road has service from Kansas City on Tuesday, Thursday and Saturday. The Missouri Pacific no longer maintains an agent at Minden.

This change was announced sometime ago in the Kansas Citian, but some confusion has arisen.

NEW STORAGE CODE PROTESTED.

The National Industrial Traffic League, on behalf of all its members, has protested the storage code proposed by the Railroad Administration to become effective February 15. The charges proposed are exorbitant. The Department of Traffic filed with the League a statement detailing objections to the Administration's proposals.

EXPRESS COMPANY "BETTER SERVICE CAMPAIGN."

The American Railway Express Company has inaugurated a nation-wide campaign to put an end to the waste attributed to inadequate packing, wrapping and marking express shipments. This drive is designed to be of as much interest and value to the shippers as to the express company, for it is a matter of dollars and cents to both. Claims are an incubus to the transportation business and bring much dissatisfaction to the shipper, and consignee and the carrier, with no gain to any of them.

Bad or insufficient marking is a great cause of loss. Last year, from July 30 to November 30, the "No Mark" bureaus of the express company received 127,859 shipments, or an average of over 25,500 per month. These shipments could not be delivered because they were without marks and could not be identified.

Eighty per cent of lost personal baggage is said to go astray on account of old marks not obliterated.

Careful and correct marking, showing clearly the names and addresses of both consignee and consignor, the obliteration of all old marks, the use of two tags when tags are necessary, the use of sufficient twine and paper of good quality, and the use of strong boxes and crates, will result in the elimination of most of the astray or lost shipments.

A shipment is never made with the purpose of having it result in a claim. The prudent shipper with an eye to future business wants prompt delivery to the consignee, with the consignment in good shape. The payment of a claim does not satisfy either.

Proper marking and packing is vital both to the carriers and the shippers.

NOTICE OF HEARING.

Increase Minimum Weights.—Hearing will be held before the Western Freight Traffic Committee, Chicago, room 1909, Transportation Building, at 10:30 a. m., February 18, to consider the question of increasing minimum weights on various food products; it being the purpose to establish minimums somewhat in line with those required by the Food Administration, which were recently withdrawn. A full list of these commodities and the proposed minimum weights will be furnished members on application.

HARLAN'S SUCCESSOR.

It is rumored at Washington that Glenn E. Plum, attorney for the railroad brotherhoods, is likely to succeed James S. Harlan on the Interstate Commerce Commission.

Suggestions are always in order. Write to the General Secretary anything for the good of Kansas City.

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H. P. Main 3667 1008 Walnut, 4th Fl.

TRAFFIC DEPARTMENT—Continued.

RATES AUTHORIZED.

Rate Advice 1422.—Authorizes same rates on sand, C. L., from Turner, Munice, Kans., and all shipping locations in Kansas City switching limits to all points within a radius of 150 miles as now in effect from Kansas City proper.

Rate Advice 1434.—Authorizes transit privileges at directly intermediate points on barley, C. L., from California to all points taking Group "A to J" rates items 1910 and 1915 Trans-Cont. tariff 3-M.

Rate Advice 1436.—Authorizes from Kansas City to Lander, Wyo., on caustic (Sodium Hydroxide), in bulk in barrels, C. L., rate 68½¢ and on sulphuric acid, in tank cars, C. L., rate of 84¢ per 100 lbs.

Rate Advice 1476.—Authorizes on sand, silica, pumic and Volcanic ash, C. L., from Kismet and Arkalon, Kans., to Kansas City, rate 15¢ per 100 lbs.

Rate Advice 1491.—Authorizes cancellation of item 3138-A, S. W. L. tariff 20-C naming rate of 56½¢ on canned goods, C. L., from Texas points to Kansas City. Rate 64¢ per 100 lbs. as per item 2580 same tariff to apply in lieu thereof.

Rate Advice 1511.—Authorizes the publication by Eugene Morris, Agent Chicago, of a tariff his number 228, I. C. C. No. U. S. 1, which will contain rules for construction of combination rates on commodities advanced specific amounts by General Order 28. Also authorizes all federal controlled lines to issue blanket supplements to their tariffs making reference to the above tariff which will apply for account of all such lines.

MATTERS BEFORE DISTRICT COMMITTEES.

Kansas City Committee.

Docket 526.—Proposes restoration of St. L.-S. F. track storage rules at Kansas City (item 82, St. L.-S. F. Tariff 1307-L) that were cancelled through error effective February 15. (Feb. 18.)

Docket 528.—Proposed to establish on copra meal and cake, C. L., from St. Paul, Minneapolis and Minnesota Transfer to Kansas City and other lower Missouri River points, rate 13¢ per 100 lbs. (Feb. 18.)

Docket 532.—Proposed to establish on sulphuric acid in carboys, C. L., from Kansas City territory to Dallas and Ft. Worth, Tex., rate 35¢ per 100 lbs. (Feb. 18.)

Docket 533.—Proposed to establish on vinegar, C. L., from Kansas City, St. Joseph, etc., to Oskaloosa, Ia., rate 21½¢ per 100 lbs. (Feb. 18.)

Docket 534.—Proposed to cancel rule of A. T. & S. F. and C. R. I. & P. Railroads covering pasturage arrangements of live stock, C. L., on Kansas and Nebraska state traffic. It is claimed that this privilege is seldom if ever used. (Feb. 18.)

Docket 536.—Proposed readjustment of rates on excelsior, C. L., from interstate points to Kansas City, etc. It is suggested that present rates are not remunerative but no specific basis has been proposed. (Feb. 18.)

Docket 538.—Proposed to provide for application of commodity rate on structural iron and steel, C. L., from Chicago District to Gulf ports for export, via A. T. & S. F. Railroads also provide for fabrication in transit at Kansas City at through rate plus 1½¢ per 100 lbs. (Feb. 18.)

St. Louis Committee.

Docket 396.—Proposed to amend S. W. L. tariffs 40-E and 85-A to provide for the application of cottonseed meal rates on mixed stock feeds composed of cottonseed meal, hulls and blackstrap molasses. (Feb. 15.)

Docket 403.—Proposed rates and descriptions on cereal products and preparations between points in Western Territory:

Flaked-shredded, not compressed in inner containers in barrels or boxes, minimum weights, 20,000 lbs. Classification basis. Compressed in inner containers in barrels or boxes, minimum weight, 40,000 lbs. Classification basis. Puffed, in inner containers in barrels or boxes, minimum weight, 20,000 lbs. Classification basis. Rolled, cracked, crushed, pressed, ground, granulated and (coffee substitute-cereal) not liquid in inner containers in barrels or boxes, in carloads, minimum weight, 40,000 lbs. Grain Product rates. In bulk in bags, barrels or boxes. . . . Grain Product rates.

Rates to be published in class and commodity tariffs and class rates to alternate with commodity rates. (Feb. 15.)

New Orleans Committee.

Docket 164.—Proposed to amend item 1638 S. W. L. Classification Exceptions 1-H item 2700 S. W. L. tariff 58-K, by eliminating the words "Roofing Asbestos" and substituting the following: "Asbestos roofing paper or felt and asbestos building paper or felt, 'prepared or composition shingles having felt or paper base,' to from and between Louisiana points." (Feb. 10.)

Dallas Committee.

Docket 534.—Proposed general revision import rates on nitrate of soda from Texas Gulf ports to interstate points. 37½¢ per 100 lbs. proposed to Argentine, Kans. (Feb. 17.)

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Kansas City, the Ideal Convention and Exposition City

Fourth Annual National Tractor Show TWELFTH

Annual Kansas City Auto Show

February 24 to March 1, 1919.

Y. M. D. LUNCHEON

Hotel Baltimore,

Wednesday, February 12, 12:15 o'clock,
will be a Boosting Event for these two shows.

Interesting Talks by

Mr. JAMES P. SMITH, President, Fourth Annual
Tractor Show.

Mr. E. E. PEAKE, Secretary-General Manager, Kansas
City Motor Car Dealers Association.

F. C. MARQUA,
Chairman.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 7

KANSAS CITY, TUESDAY, FEBRUARY 18, 1919

An Important Agricultural and Educational Conference

First ever held in Kansas City

The National Conference of
State and District Leaders
in Boys and Girls Clubs

TO BE HELD

February 28 to March 3, 1919.

33 States Through U. S. Agricultural
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tends a Cordial Welcome to these
Earnest Young Men and Women
from all parts of the United States.*

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE.....50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

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GET ACQUAINTED AT LUNCHEONS.

In order that all members, but particularly those who came in during the recent membership drive, may become acquainted, the Board of Directors has directed that a simple identification tag of some kind be placed at every man's plate, these to be filled out by the men when they sit down and attached to their coat lapels and worn throughout the luncheon hour.

Members are asked to facilitate the object of these tags.

ROOSEVELT MEMORIAL.

Those who attended the impressive memorial to the late Theodore Roosevelt in Convention Hall, Sunday, February 9, are unanimous in declaring that if any other city beat it for impressive dignity and perfection of detail they—well, they just couldn't beat it. It is the unanimous sentiment of every one who was able to get into the big hall that a more beautiful ceremony was never conducted in Kansas City.

Two features that everyone appreciated were its simplicity and its brevity, it being over in an hour, with Major General Leonard E. Wood as the only speaker. President Parsons limited his introductory remarks to something like two minutes. Not only was everyone of the 15,000 seats in the great hall filled, but every inch of standing room was occupied and still there were thousands on the outside who could not be admitted.

The press the following day carried splendid accounts of the affair. All this item can do is to compliment President B. A. Parsons on the conception of the idea and Mr. O. K. Quivey of the Chamber's Staff for the execution of details. Credit should also be given to the Entertainment Committee of the Young Men's Department, William A. Osgood, Chairman, for handling the crowd in the splendid way it did with the assistance of 100 Boy Scouts.

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Anent the League of Nations

IT will surely interest and probably surprise the average member to learn that the Chamber's predecessor, The Commercial Club, with like organizations throughout the country, endorsed the league of nations proposition back in 1915, in what was known as Referendum No. 11 of the Chamber of Commerce of the United States. This dealt with the economic results of the war and American business.

Six questions were presented, all of them urging initiative on the part of the United States Government in bringing about concerted action, and while the league of nations was in no way included in the document by name, such a definite organization was undoubtedly in mind when the vote was cast. The result is, therefore, not without interest at this time when the whole world is waiting with real anxiety the decision of the peace conference upon this great question. Such expressions were then used as "establishing an International Court" and "a Council of Conciliation," and on these the favorable vote of the constituent membership of the National Chamber was practically unanimous.

K. C. CLUB FOR RETURNED SOLDIERS.

The Knights of Columbus War Activities, through the Community Service of Kansas City, have opened a club house for the benefit, entertainment and comfort of returned Soldiers, Sailors and Marines at 3200 Main Street, both 'phones, South 870. Mr. J. B. Frawley, for over thirty years connected with the Union Pacific Railway system, has been made Field Secretary and is in charge of receptions and entertainments at the club house.

An invitation is extended to all returning soldiers without regard to creed or nationality. Mr. Frawley will meet returning soldiers at the Union Station and take them out to the club house to be entertained.

Know Your City

AT last Wednesday's membership luncheon, given under the auspices of the Y. M. D., those who attended learned some startling facts about the automobile and tractor business of Kansas City. These are covered on another page of this issue. They are well worth reading.

Tomorrow, Wednesday, February 19, another industry of Kansas City will be exploited—that of music. An opportunity will then be given to learn what music means to Kansas City in its elevating influence and as a commercial proposition.

Members should attend these weekly luncheons if they would know their city and what its various organizations are doing to build it up.

TO JEFFERSON CITY MARCH 4.

Governor Frederick D. Gardner has approved of the date of March 4, suggested by the Board of Directors, for the visit of a large delegation of Kansas City business men to Jefferson City. Chairman James Ketner of the Special Committee in charge is now working out with his committee the necessary details, an estimate of the number who will participate, transportation, and the program at the state capital.

Governor Gardner has invited the Kansas Citians to be his guests at luncheon at the Executive Mansion. This gives the affair a touch of cordiality that will make it not only an education visit to the new Capitol building, the Legislature and possibly the penitentiary, but one that will be most enjoyable.

NATIONAL ARCH OF TRIUMPH.

The movement on at Washington for a National Arch of Triumph to be erected by the United States Congress at Washington in commemoration of freedom to the world and the heroism of American soldiers, has been endorsed by the Board of Directors on recommendation of the National Affairs Committee.

The movement originated with and is being backed by the Washington Chamber of Commerce, it being the intention to erect on one of the principal thoroughfares a granite or marble Arch of Triumph of appropriate historical design, to tell in silent eloquence the whole story of liberty to all future generations.

Report any industrial prospect you may know of to the
Industrial Commissioner.

Automobiles and Tractors

KANSAS CITY'S automobiles standing in line, end to end, will reach not only from Kansas City to Excelsior Springs, but eight miles beyond." That was but one of the startling statements made by Mr. E. E. Peake, Secretary-General Manager of the Kansas City Motor Car Dealers' Association at the Y. M. D. luncheon last Wednesday.

The meeting was dedicated to the forthcoming 12th Annual Kansas City Automobile Show and the 4th Annual National Tractor Show, both to be held in Kansas City February 24-March 1, the Automobile Show in Convention Hall and the Tractor Show in the big temporary exposition building on the Union Station Plaza.

Vice President F. C. Marqua, as head of the Young Men's Division, presided over the luncheon that was attended by well over two hundred, principally the younger element of the Chamber. Mr. James P. Smith, President of the 4th Annual Tractor Show, was the other speaker.

Diving into his subject of what the automobile business means to Kansas City, Mr. Peake first presented some national statistics showing 830,000 employees engaged in the manufacture and sale of automobiles and accessories. That multiplied by three makes over three million dependents on this industry, that in turn totals \$749,000,000 a year in wages, from an invested capital of \$1,297,000. He reported 4,000,000 cars now in use in the United States.

As to Kansas City, he predicted that by June there would be registered 20,000 automobiles, with a carrying capacity of 120,000 people, and compared this to the street car system of 600 cars with a carrying capacity of 60,000, showing automobile capacity twice that of the street cars.

In the matter of local payroll, he declared this amounted to \$1,629,000 a year, or the third largest in Kansas City. He credited the automobile business with many of the largest buildings in Kansas City and brought out that the business is at present occupying 400 buildings of various character and size, and credited the trade with having made Grand avenue and McGee streets and having made the boulevard system of Kansas City a necessity. He referred briefly to what the automobile means to the outlying residence districts.

Mr. Peake declared the automobile now a part of man's daily life and a great transportation facility that must be reckoned with, not only in the way that it is now

being discussed but with the idea that in time street car tracks might have to give way to automobile traffic or that a runway over the streets might have to be provided.

He closed his talk with a brief description of the 12th Annual Automobile Show soon to be opened and recalled that the first show did not cover all of the arena floor in Convention Hall, but that now it calls for three floors. This year's show, he said, will be mainly an exposition of refinements and with plenty of color to liven it up. He predicted that 50,000 visitors will attend the automobile and tractor shows and estimated that these would spend an average of \$20, or \$1,000,000 in that week.

As a reason for his optimism, he declared the automobile selling territory adjacent to Kansas City the finest in the world, with one-tenth of the country's automobiles in Missouri and Kansas—400,000 of the 4,000,000, with more automobiles to the population than in any other section of the country. He did not fail to mention that Kansas City excels also in automobile schools, referring to the Sweeney and Rahe institutions. Faith in the territory and in themselves Mr. Peake declared the foundation of Kansas City's future in the automobile business.

Mr. Smith spoke but briefly on the Tractor Show, but what he said was to the point. He stated that he wanted his audience to know what the Tractor Show is, and reviewed the four years of its existence, and how but four men had the conception four years ago. He told how in the first year they had a tent on the Union Station Plaza with no floor—result, mud; that the next year they had the same tent, but with a floor; that last year they had quite a building but that this year they have a layout of 110,000 square feet, necessitated by nearly 300 exhibits.

The Tractor Club, he stated, consists of thirty men, managers of local interests, and showed that they are great benefactors to Kansas City in making the Show a national affair and inviting the competition of the world; that it has attained such prominence and prestige that their show is now endorsed by the Federal Government and by the trade generally as the "big show" of the United States.

As an index to what the temporary building represents, he mentioned that it has

(Continued on page 119.)

Legislature Information Bureau.

By PIERRE R. PORTER, Director.

House Bills, Missouri, Introduced Jan. 21-Feb. 6, inc.

198. "The Torrens System" of registering land titles.

207-217 incl. Radical changes in the law relating to registration and elections.

223. An Act to require all instruction in elementary schools to be given in the English language.

234. An Act to regulate fees to be charged by abstractors.

TAXATION.

243. An Act to permit cities and towns now acting, or that may hereafter act under special charters, to increase their rate of taxation for local city purposes.

Permits Kansas City, for local purposes, to increase the tax levy beyond the rate now fixed by its charter not to exceed the charge of 35c on \$100.

TRUST COMPANIES.

264. An Act to repeal section 128 of article 3 of an act of the general assembly of 1915 entitled trust companies, and to enact in lieu thereof a new section to be known as section 128.

AGRICULTURE.

288-383. An Act to regulate the sale of and defining agricultural planting seeds; providing a standard of purity for such seeds, requiring their proper labeling, prohibiting adulteration unless so labeled; providing for the collection of samples and their examination; providing for the enforcement of the law; fixing penalties for its violation and, repealing all laws or parts of laws in conflict or inconsistent herewith.

292. Jim Crow Law.

Separate coaches for white and black people.

295. An Act to regulate the practice of optometry and fixing penalties for the violation thereof.

303. Creating Domestic Relations Court. (Introduced by Mr. Taylor.) Purely a local Jackson County bill. Said court shall have and exercise exclusive original jurisdiction in said county over divorce suits, matters pertaining to alimony, suits for separate maintenance, suits for the possession, care or custody of minors, and of all cases over which the juvenile court now has jurisdiction; PROVIDED, that only such suits as are enumerated in this act shall be tried in the domestic relations and juvenile division.

320. Abolishing the law of contributory negligence relating to personal injuries to employees, declaring the law of assumption of risk relating to personal injuries to employees.

327. Motion Picture Films. Creating State board of censors.

INTOXICATING LIQUORS.

335. An Act prohibiting the manufacture, sale, gift, possession, advertisement or transportation of intoxicating liquor or liquors in the state of Missouri, except for certain purposes and under certain regulations, with provisions for enforcement and penalties.

340. Concerning loan and investment companies, defining same and providing for their incorporation and their powers and supervision, and providing a method whereby manufacturing and business companies heretofore organized under article VII of chapter 33 of the Revised Statutes of 1909 amended may take advantage of the benefits of this act.

MORTGAGES.

363. An Act providing that mortgages on real estate and the obligations secured thereby shall constitute a separate class of property for the purpose of taxation, specifying the tax thereon and the method of determining and collecting same, with an emergency clause.

371-372-373. Banks. An Act to permit the liability of a bank for non-payment of a check through error.

Fixing the liability of a bank to its depositor for payment of forged or raised checks.

Forwarding check direct to payor.

381. Municipalities—Rates to be charged by certain public utilities.

388. Consolidation of city and county government. (Introduced by Mr. Wilkinson.)

This bill is of highest importance to all members of this Chamber. The Legislative Committee and the Board of Directors should go on record and if they approve of the movement should get behind it and help pass it. (The bill is now in the hands of the Municipal Corporations Committee.)

389. Providing for a free bridge between Kansas City and Clay County. Above is the effect of this bill, although not especially stated. Provision is made whereby Kansas City and Clay County, by the issuing of bonds, could acquire the present Armour-Swift-Burlington Bridge and make it a free public highway.

415. Memorial for soldiers. To provide for the erection in France of a memorial to the Missourians who served on European battle fields in the war with Germany, to appoint a commission to carry out the provisions of the same and to appropriate funds therefor.

ANONYMOUS NEWSPAPER ARTICLES.

416. An Act to prohibit offering for publication, or having published, directly or indirectly, in any newspaper, magazine or periodical, any article, statement, composition, letter or contribution, which is not signed with the true and correct name of the person offering or having the same published, with a penalty for violations thereof.

INSURANCE.

420. Providing for the registering of the name, address and business of persons carrying casualty insurance and employer's liability insurance and the amount of indemnity payable under their policies; providing for the making of the insurance company issuing such policy a party defendant in suits against their assured in said policy to recover damages for bodily injury or death to others or damage to their property; providing for the manner in which said insurance company may defend against such suits, and providing penalty for violation.

432. To provide a "Foreign battlefields' history commission" to gather and preserve an official history or records of the deeds and valor of Missouri soldiers upon European battlefields.

434. Fire Insurance—Uniform Policy. Repealing section 7030, Revised Statutes of Missouri, 1909, and enacting new section.

435. To redistrict the state of Missouri for representatives in Congress in accordance with an act of Congress approved August 8, 1911.

(Continued on page 121.)

Telephone Committee

The report, as submitted by the Committee, is given here in full. It was adopted by the Board of Directors without change, together with the following resolution:

RESOLVED, That the Committee be continued and that it be instructed to get into conference with representatives of the telephone companies and the city officials for the purpose of endeavoring to secure concessions in the proposed ordinance that will cover the objections set forth in the report of the committee.

Your Special Committee appointed to consider the telephone merger ordinance submits the following report on the ordinance, it being the function of the Committee to report only with reference to this ordinance and not with reference to consolidation. The Committee recommends that the ordinance as a whole be indorsed by the Chamber of Commerce, but that certain changes and additions be recommended which the Committee feels are essential to a just protection to the public under the merger. The Committee recommends that these suggestions be made a part of the recommendation of the Chamber and that it be understood that without such changes, the ordinance be not approved. These suggestions are:

1. **RATES**—The Committee believes that the method of fixing rates by regulation instead of by contract is correct,

and that rates should be fixed from time to time according to conditions prevailing at the time. The ordinance, however, should be made to insure to the city such regulatory powers as may be possible to it under any future amendments to state laws relating to regulation of public utilities.

2. **VALUATION**—While it is perhaps true that methods of valuation are determined by law, the Committee feels that it would be better and would strengthen the ordinance if it contained a clause stating that only property used and useful would be included in such valuation and how the valuation would be made.
3. **FRANCHISES**—The question of the franchises and ordinances concerned in this merger are complicated. The Committee feels that it would be best if the merged company would operate under the Home franchise until its expiration.
4. **SERVICE**—The Committee believes that before the ordinance is passed the guarantee of good service, both local and long distance, and the methods of assuring these, should be made more definite.

(Signed) W. T. GRANT, Chairman
W. S. GOFFE
GEORGE S. HOVEY
A. W. PEET (unable to attend)
HERBERT WOOLF.

RETURN LOADS BUREAU.

The Board of Directors at their meeting January 31 approved the recommendations made by the Markets, Transportation and Good Roads Committee for organizing a Return Loads Bureau. Agricultural Commissioner O. K. Quivey, just returned from military service, will act as its secretary, with headquarters at the Chamber of Commerce.

The Kansas City, Kansas, Chamber of Commerce will cooperate so as to jointly serve the territory of which greater Kansas City is the pivot.

The recommendations pointed out that there was a serious waste in truck transportation facilities because trucks so often haul loads only one way, and the Bureau will utilize more nearly the maximum capacity of trucks in the zone within a radius of 50 miles.

SOUTHERN OIL CORPORATION COMING.

The Southern Oil Corporation of Tulsa, Okla., with which company the Industrial Department has been in communication since early last Fall, have decided to locate their general offices in Kansas City and have closed a lease with the Schoenberg Realty and Investment Company for the entire fourth floor of the Security Building, at 11th and Main Streets.

The officers of this company are: President, R. S. Ayers; Vice President, George L. Woodard, and Secretary-Treasurer, Charles R. Monford. These gentlemen will move to Kansas City, and in addition, they will bring with them some thirty-five families of employees connected with their organization.

The Southern Oil Corporation has a refinery at Yale, Okla., and owns and operates oil wells, pipe lines and tank cars.

CHANGE IN INDUSTRIAL COMMISSIONER.

The ending of the war is responsible for the resignation of Industrial Commissioner H. J. Perkins and his succession by Mr. Erwin W. Mentel, who was his predecessor until he went into military service. That change was in June, 1918, when the industrial activities of the North Kansas City Development Company made it possible for the Chamber to secure the services of their industrial representative, Mr. Perkins. The Company is now renewing its active industrial work and is taking back Mr. Perkins who has proven a splendid industrial man for the Chamber.

In turn, Mr. Mentel, or Battalion Sergeant-Major Mentel, has just returned from France with the 326th Machine Gun Battalion of the 84th Division. With him back on the job and with Mr. Perkins in North Kansas City the community will have two industrial experts at work. In the short time between Mr. Mentel's coming with the Chamber and going into the service, February to June, he laid the foundation of the present effective Industrial Department which was able to do so much for industries during the war and for new industries since the armistice was signed.

Mr. Mentel is expected to arrive some time this week.

CANVASSING NEW MEMBERS.

The work of the Chamber of greatest interest to the new members brought in during the recent drive is being ascertained and a record will be made of it. This will be done by sending a card to every new member with a list of committees in the Chamber's various departments, with the request that he return it with his first, second and third choices indicated. This information will be recorded so as to indicate what men are available for any special line of work.

NATIONAL FOREIGN TRADE CONVENTION.

The sixth annual convention of the National Foreign Trade Council will be held in Chicago, April 24-26. Headquarters will be at the Congress Hotel. The convention will deal mainly with foreign trade as a factor in stabilizing American industry, but will also involve all of the after-war problems to which foreign trade is related in any way, whether in the employment of returning soldiers and sailors or in connection with a new shipping policy.

This convention will afford just one more opportunity for crystalizing the sentiment of American business men on the problems of the day, and will unquestionably give a new impetus to the building up of a greater foreign trade.

Kansas City will undoubtedly be well represented if for no other reason than that at the same time will be held the first annual meeting of the recently organized Mississippi Valley Association which grew out of the Foreign Trade Conference held in New Orleans last month.

MID-CONTINENT PEACE CONGRESS.

There will be held in St. Louis on February 25-26 the Mid-Continent Congress of the League to Enforce Peace. This will be one of a series of nine congresses for a League of Nations, to marshal public opinion behind the creation at the Paris Peace Conference of a strong practical league of free nations.

When the call for this Congress came before the Board of Directors at their meeting, February 7, it was ordered taken up with the local members of the League in the interest of Kansas City attendance. Mr. William T. Kemper is a member of the Executive Committee of the League, and other representative men are known to be identified with it.

Daily Luncheon This Week In Pompeiian Room, Hotel Baltimore

On account of the Armenian & Syrian Relief Association having need of the Renaissance Room every day this week for their five hundred workers, the Chamber of Commerce has given up that room for the week.

Members will have the usual luncheon service at tables set up in the south end of the Pompeiian Room, with the customary table d' hote and a la carte service.

National Rivers and Harbors Conference

THE annual meeting of the National Rivers and Harbors Congress was held in Washington, D. C., February 5-6-7, and was very largely attended by delegates from all parts of the country. Kansas City was represented by E. M. Clendening, Assistant to President of the Chamber of Commerce.

The program which had been arranged for the meeting was unusually interesting, and on the first day the meeting was addressed by the Secretary of War, Secretary of Navy and the Secretary of Commerce.

The keynote of the convention, or the predominating feature, was the subject as to whether or not waterways as well as the railways should not be placed under control of the Interstate Commerce Commission with power not only to establish through rail and water routes, but to fix both maximum and minimum rates.

The essential unity of transportation by water, by rail, and highway, on land and sea was the subject of the address by the Hon. Wm. C. Redfield, Secretary of Commerce.

Although the slogan of the National Rivers and Harbors Congress is a policy and not a project, there was a disposition on the part of delegates from some parts of the country to inject their particular project and to have it approved by the Congress. Such subjects went to the Resolution Committee and were not approved by it.

The Mississippi Valley Waterway Association, through its president, Mr. J. E. Smith, presented a preamble and resolutions requesting Congress to appropriate

\$400,000,000 for the improvement of the Mississippi River and its tributaries, the work to be accomplished in five years. The Resolution Committee did not act favorably upon this proposition, but the delegates from the Mississippi Valley went in a body to the White House and presented their request to Secretary Tumulty, who is to present it to the President of the United States when he returns from France.

In the last appropriation bill the Missouri River received an appropriation of \$400,000. This bill passed the House but when it reached the Senate the appropriation for the Missouri River was amended with the following proviso:

"Provided that operations should be conducted with a view to making the work already undertaken secure against destruction should Congress hereafter fail to make further appropriations."

In view of this action it is highly probable that unless concerted action is taken further appropriations for the improvement of the Missouri River may be discontinued, unless the navigation of the river by an adequate fleet of boats is resumed.

Upon this subject the Kansas City delegate had a conference with Hon. John H. Small, Chairman of the Rivers and Harbors Committee of the House of Representatives, and with Senator Joseph E. Ransdell, President of the National Rivers and Harbors Congress.

Kansas City was complimented by having E. M. Clendening made a member of the Nominating Committee. Mr. Walter S. Dickey was elected a Vice-President and Judge W. T. Bland was made a director representing the Missouri Valley district.

BOARD'S APPRECIATION TO MR. NORTH.

The Board of Directors at their meeting last week directed a letter of appreciation sent to Mr. Ed S. North, chairman of the Membership Committee for his sacrifice of time, his splendid leadership and wonderful results in the membership campaign of January 20-25. The Board commended him most highly and while he was credited with having had a lot of good support, this was in every case due to his wise selection of assistance.

Mr. North is known to be very well pleased with the outcome of his efforts, but

is not yet satisfied and declares he will not be unless the 5,000 goal is reached before the end of the fiscal year, September 30. He is encouraged in his expectations to reach that figure by the splendid assurances of the Board of Directors that they will stay with him and will particularly see to it that certain concerns, now members, increase their holdings in a way that will compare favorably with other concerns.

In the meantime, the Committee has two membership solicitors cleaning up prospects who were unable to be seen in the recent drive. These are Mr. A. E. Young and Warren E. Comstock.

THE CONVENTION BUREAU.

The efforts of the Convention and Publicity Bureau of the Chamber of Commerce, for the past several weeks, received great encouragement and promise of success through recent returns.

Several important conventions, including the bi-annual meeting of the members of the Missouri Fish and Game League, the Missouri State Bottlers' Association Convention; and the National Conference of Boys' and Girls' Clubs (the latter, one of the most important agricultural events of the country); all of these, and the promise of several more big conventions but closed this past week greatly encourage Vice President James Ketner of The Chamber of Commerce and Chairman of the Convention Committee.

The activities of the new Manager, Louis W. Buckley, are showing good results and he has been kept pretty busy visiting other cities in interest of Kansas City Chamber of Commerce. At the Annual Banquet of the Missouri Fish and Game League, St. Louis, Hotel Statler, Mr. Buckley delivered a most interesting talk on State Laws of different parts of the country on preservation of fish, game and birds, but more particularly on values and necessities of state parks. The various St. Louis papers at some length put forth Mr. Buckley's talk in detail.

The eighth annual entertainment and dinner of the Missouri Fish and Game League was held last night at Hotel Statler, Louis W. Buckley, manager of the Conventions and Publicity Bureau of the Kansas City Chamber of Commerce being the speaker of the evening.

In his talk to the members of the State Association, he urged a continuous campaign for the establishment of public parks throughout the state for the preservation of game, fish and birds. He pledged the assistance of the Kansas City Chamber of Commerce for better and more game and fish laws.

James L. Head of St. Louis, one of the directors of the league, also spoke on the league, also spoke on the same subject, and stated that the St. Louis and Kansas City Chambers of Commerce bodies should go before the Governor in an effort to assure public parks for fisheries and game.

Several other members of the league also spoke on the subject, all favoring the speedy drafting of bills to further the welfare of fisheries and game in the state. It was stated that the Legislative Committee of the organization were now drafting a game bill to be presented at this session of the State Legislature.

After the banquet, moving pictures on scenes in the forests and along the streams were presented to those present.

In the absence of the president, Samuel

ANOTHER NATIONAL REFERENDUM.

Referendum No. 26 of The Chamber of Commerce of the United States was laid before the Board of Directors at its meeting a week ago and immediately referred to the National Affairs Committee for investigation and recommendation. This referendum is "on the report of the Federal Trade Committee of the Chamber regarding trust legislation" and is divided into four questions, as follows:

"1. That Congress should at once consider the situation of all statutes constituting our anti-trust legislation.

2. That there should be formulated standards of general business conduct to be administered by a supervisory body.

3. That an enlarged Federal Trade Commission should be made the supervisory body.

4. That the membership of the Federal Trade Commission should be increased from five to nine."

The National Affairs Committee met on February 10 and formulated its report to the Board of Directors, which, however, will not be acted upon until the Directors have had opportunity to read the referendum in full so as to be prepared to pass upon it with the greatest possible intelligence.

C. Davis, who is with the Red Cross overseas, H. F. Mardorf, vice president, acted as chairman. J. R. Hickman is secretary of the eagles.

The Bottlers' Association comes to Kansas City, 1920. Mr. J. C. Simons of Kansas City was elected President. It has been several years since this organization held a meeting in Kansas City. The Representative of the Kansas City Chamber of Commerce met with a splendid reception and made a brief talk in the Bottlers' Convention last week in St. Louis.

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LIST OF RESOLUTIONS FOR PUBLIC WORKS SENT TO THE BOARD OF PUBLIC WORKS FOR ADOPTION FEBRUARY 4, 1919.

Sheet Asphalt Pavement.

Norton Avenue from south line Smart Avenue to north line Independence Avenue.

WORK TO BE DONE BY KANSAS CITY WITHOUT CONTRACT.

Repairing and Maintaining Asphalt Pavement.
(One Year.)

Campbell from south line 12th Street to north line 15th Street.

Harrison from south line 13th Street to north line 15th Street.

Repairing and Maintaining Concrete Pavement.
73rd from east line Holly to west line Summit.

Repairing and Maintaining Brick Pavement.
Alley between McGee and Oak from 10th to 11th.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORKS SENT TO THE BOARD OF PUBLIC WORKS FOR ADOP- TION FEBRUARY 4, 1919.

Artificial Stone Curbing.

Holly Street, both sides, from south line 21st east to 299.6 feet south thereof.

Artificial Stone Sidewalk.

South Benton, east side from south center line 50th to north center line 51st.

Reconstructing Asphalt Concrete Pavement.
Madison from south line 18th to north line West Penway and 20th.

16th Street from east center line West Prospect to west line Belleview.

West Prospect from west line Belleview to south line 11th.

WORK TO BE DONE BY KANSAS CITY WITHOUT CONTRACT.

Repairing and Maintaining Asphalt Pavement.

43rd Street from Holmes to Troost.

17th Street from Grand to Oak.

Spruce from 15th Street to 18th Street.

26th from Indiana to Myrtle.

Repairing and Maintaining Brick Pavement.

Forest Avenue from 5th to Independence.

Alley between McGee and Oak from 16th to 17th.

Alley between Grand and McGee from 15th to 19th.

Repairing and Maintaining Concrete Pavement.
41st State to Bell.

Alley between Grand and McGee from 14th to 15th.

Repairing and Maintaining Macadam Pavement.
Agnes from 31st to 35th.

Colege Avenue from Linwood to 33rd.

41st Street Prospect Avenue to South Benton.

33rd Agnes to Benton Boulevard.

Repairing and Maintaining Wood Block Pavement.

12th Street from center line Cleveland to east line Jackson Avenue north.

Hearing of Property Owners February 21, 1919.
Sewers.

A District Sewer in Sewer District No. 420, Division No. 5.

District Sewers in Sewer District No. 516, Division No. 5.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORK SENT TO THE BOARD OF PUBLIC WORKS FOR ADOP- TION JANUARY 31, 1919.

Asphalt Concrete Pavement.

Holly from south line 21st East to 299.6 south of 21st Street east.

Paving Business Street—Sheet Asphalt

Broadway from south line 9th to north line 12th.

Harrison from south line Viaduct over tracks of K. C. Terminal Ry Co. to south line 21st.
Walnut Street from south line 19th to north line 20th.

Portland Cement Concrete Pavement.

Summit from point 83 feet south of 25th west, to north line 32nd Street.

Hearing of Property Owners February 18, 1919.

LIST OF RESOLUTIONS FOR PUBLIC WORK SENT TO THE BOARD OF PUBLIC WORKS FOR ADOPTION FEBRUARY 11, 1919.

Grading.

50th Street from Broadway to east line of Central. (4 installments).

Mercier Street from 48th Street to 49th Street. (4 installments).

Artificial Stone Curbing.

Bluff Street, both sides, from north line 5th Street to south line St. Louis.

Paving Business Streets—Sheet Asphalt

Broadway from south line 12th to south line 14th west. (Repaved.)

15th Street from east line Van Brunt to west line Topping. (Repaved.)

Indiana from south line Howard to north line 31st.

Vertical Fiber Brick Block Pavement.

18th Street from west line Prospect to east line Indiana.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORK SENT TO THE BOARD OF PUBLIC WORKS FEBRU- ARY 11, 1919.

Asphaltic Concrete Pavement.

Flora Avenue from south line 21st Street or the Paseo to north line 22nd. (8278)

Paving Business Street—Sheet Asphalt

Broadway from south line 14th west to south center line 15th west. (8379)

15th Street from a point 200 east Cleveland Street to east line Cypress Street. (8380)

Not Business Streets.

Resurfacing Brick Pavement With Sheet Asphalt
Belleview from south line West Penway to north line 21st Street. (8381)

Washington Street from south line 16th Street to south line 20th. (8382)

Business Streets.

Resurfacing Brick Pavement With Sheet Asphalt
Baltimore from south line Southwest Boulevard to north line 20th. (8383)

Jefferson from south line West Penway to north line 23rd as condemned. (8384)

17th Street from east line Main to west line Grand. (8385)

WORK TO BE DONE BY KANSAS CITY WITHOUT CONTRACT.

Repairing and Maintaining Concrete Pavement.
Alley between 17th and 18th from Olive to Wabash. (8386)

Hearing of Property Owners February 28, 1919.

CONVENTIONS AND ASSETS.

Last week in Hotel Jefferson in St. Louis representatives of something like 20,000 manufacturing concerns of thirty-five different states, with a total representation of sixty-two delegates and over 30 billions of dollars represented as the wealth of the various interests perhaps gives an idea of the importance of conventions and the work they do; not only to the city where they are being held but to the entire country.

This was the first Annual Convention of the National Conference of State Manufacturers' Associations. The principal speaker at the banquet Thursday night was Mr. Medill McCormick, Senator-elect from Illinois, who delivered a splendid talk on "America, the Peace and the Future."

Survey was to have been made Friday of the industrial possibilities of St. Louis by the delegates. The Chamber of Commerce of St. Louis appointed a committee to take charge of them. A Representative of Convention Bureau of the Kansas City Chamber of Commerce was present at the meeting and extended a verbal invitation to hold the next convention in Kansas City.

ONCE AGAIN IN KANSAS CITY.

After an absence of five years Kansas City will welcome the delegates of The Fraternal Operative Millers of America, and affiliated social order, "The Grinders," in annual session, June 2 to 7, 1919. One thousand men who make the basic flour for the "staff of life," will be here, according to Secretary Hugo Roos, of Kansas City, who has all the preliminary arrangements in charge, with headquarters in the Postal Building.

The great gathering of millers selected this city again because they realize its unsurpassed advantages as a convention city from its central location, splendid union station, and good hotel accommodations. The headquarters during sessions will be at the Coates House.

The executive committee is W. H. Corrie, St. Thomas, Ontario, President; Charles O. Reiske, Dayton, O., Vice President; P. H. Lawson, St. Joseph, Mo., Treasurer, and Hugo Roos, Kansas City, Mo., Secretary. It will be a convention to be proud of and replete with educational features.

GAS MASKS FOR SALE.

The Department of Industries is in receipt of a circular from Salvage Division, Office Camp Supply Officer, Camp Kearney, Cal., stating bids will be received on 7,000 used gas masks.

ADDITION TO FARM CONGRESS COMMITTEE.

Ex-President Franklin D. Crabbs, who was mainly responsible for the bringing to Kansas City of the International Farm Congress and Soil Products Exposition last year, has been added to the committee now working on the Farm Congress for the coming year, thereby further insuring the success of this great agricultural proposition.

COMMITTEE ON READJUSTMENT.

The Board of Directors, at a meeting held February 7, when discussing the appointment of a committee on readjustment, recommended that its first activity be the establishment of a Bureau of Employment for the benefit of returning soldiers and sailors. It was the Board's judgment that a Labor Employment Bureau under Chamber of Commerce direction should be the first activity of the Readjustment Committee.

AUTOMOBILES AND TRACTORS.

(Continued from page 112.)

employed for a couple of weeks some 650 mechanics; that it represents a \$50,000 investment; that it is probably the biggest ever put up for seven days' use; that it is not only well built, but is steam-heated and has other refinements, only to be torn down immediately following the show. To do all of this he pointed out that the Club has never solicited a dollar nor help of any kind from the Chamber of Commerce, hotel men or any other class, but he urged that the Chamber consider provision for the Tractor Show in any plans it may have for housing expositions, and big conventions, as it is a shame to invest so much money each year in a temporary structure.

Mr. Smith declared the time here for the provision of a building of not less than 150,000 and from that up to 300,000 square feet if possible and pointed out that even for the Automobile Show Convention Hall has to undergo extensive alterations. In this connection, he pointed to the fact that Kansas City must be prepared to take good care of the visitors that come to these shows so that they will not be forced to take rooms in outlying residential districts.

For the Tractor Club he acknowledged with pleasure the interest now being taken by the Chamber as evidenced in the last issue of The Kansas Citian and said it was the first encouragement they had had, but instead of referring in The Kansas Citian to "America's Greatest Show—What Kansas City has done for a Great Industry," it should have read "What a Great Industry has done for Kansas City."

DEATH OF CHAS. A. MURDOCK.

Mr. Chas. A. Murdock, a member of The Chamber of Commerce since its incorporation, died at his residence on Thursday, February 13, 1919. Murdock had been in active business in Kansas City since 1878 and was one of Kansas City's most successful, energetic and public spirited citizens.

In the early days he was a regular attendant at the meetings of the old Commercial Club and was always interested in its activities.

He took particular interest in the old Priests of Pallas Association and served on the directory of that organization for a number of years.

He was a good citizen in every respect and he will be greatly missed by those with whom he was well acquainted.

To his family we extend our sincere sympathy in their bereavement.

**ENDORSE GOOD
ROADS BONDS.**

The Board of Directors and Market, Transportation and Good Roads Committee have unanimously endorsed Governor Frederick D. Gardner's recommendation that bonds to the amount of \$60,000,000 be issued for the building of good roads in the state of Missouri.

Members of the State Legislature are at this time being advised of the action taken by the Chamber of Commerce Board of Directors in endorsing the Governor's recommendation.

Mr. Frank A. Davis was present at the organization of the State Hard Roads Association at Jefferson City, January 31, being sent as the representative of the Chamber's committee on Markets, Transportation and Good Roads, of which Mr. J. S. Adsit is chairman. This association will begin a state-wide campaign to secure a favorable vote on the recommendation for the improvement of state roads.

**WORK ON
INDUSTRIAL MAP.**

As part of the machinery for going after new industries, the Industrial Department is preparing an industrial map to show everything, that can be shown on a map, pertaining to industry—present factories, vacant property, railroad trackage and depots, traffic ways, street car facilities, etc., etc.

Preparation of this map will be in the hands of Mr. Solomon Stoddard, Chairman of the Industrial Committee, the Industrial Commissioner and the General Secretary.

EXCHANGE OF COURTESIES.

The Chamber of Commerce of Niagara Falls, N. Y., is the latest organization to ask for an exchange of courtesies, and in accordance with the policy of the organization, reciprocal relations will be established. Kansas City members visiting Niagara Falls will have at their disposal all of the facilities and may enjoy all of the privileges of Niagara Falls members, and their members visiting Kansas City the same in a reverse way.

JOIN IN WELCOMING SOLDIERS.

Mr. F. C. Sharon is in charge of The Chamber of Commerce and of whatever arrangements are made for welcoming returning soldiers and sailors. He is chairman of whatever committee of the Chamber may be necessary at any time to join with the city administration in plans that they have already under way. Although the Liberty Memorial Association some time ago asked The Chamber of Commerce to assume the community's responsibility, it was deemed wise to make The Chamber of Commerce an auxiliary to the city rather than duplicate the effort which Mayor James Cowgill had already put into effect.

**PROTEST AGAINST
ADDITIONAL TAXATION.**

The Chamber of Commerce of Kansas City, on recommendation of its National Affairs Committee and by vote of its Board of Directors sent the following telegram to the Missouri and Kansas senators last week opposing the pending Revenue Bill:

"In view of the readjustment and reconstruction now occurring and because of the decline of values in many lines and the present hesitant condition of business commerce and industry will not be able to carry the additional burdens proposed in the pending revenue bill. The war is over, taxation should not be increased. The Chamber of Commerce of Kansas City believes sufficient revenue can be secured from the nineteen seventeen act if properly administered and therefore strongly urges that the pending bill be defeated and that present law remain in force until necessity forces a further revision. We are relying on your active support."

In the National Affairs Committee meeting it developed that a score of the largest business institutions in the city had already sent similar messages, as it seemed to be the general impression that the burden of taxation on business be lightened as much as possible now that the war is over so as to give business a chance to recover and readjust itself.

LEGISLATURE BUREAU.

(Continued from page 113.)

436. **Missouri employers' liability and workmen's compensation act.** Misnamed. This is not a workmen's compensation act, but is merely an employers' liability law providing for the taking away from the defendant of the existing defenses of contributory negligence, assumption of risk and act of fellow servant. A wide open liability law, favored by damage suit lawyers and introduced, possibly, to block the passage of the workmen's compensation bill.

FACTORY REGULATIONS.

440. **Health and Safety of Employees.** Repealing certain sections of the factory act and enacting new section in lieu thereof. Important to all owners and operators of machinery.

442. **Factory Act.** Making certain changes in the present law pertaining to sanitation and ventilation in factories where 5 or more are employed.

443. **Bakeries.** Changes existing law in regard to hours of labor and restrictions on employment.

444. **Women.** Hours of labor in manufacturing and mercantile establishments. Important to employers of female labor.

445. **Child Labor Law.** Changing the existing law. Important. Will be specially digested later.

463. **An Act to fix the maximum rate of tax that may be levied by cities of three hundred thousand inhabitants or over for municipal purposes, and providing penalties for violation of the law with an emergency clause.**

The maximum rate of tax that may be levied annually on real estate and personal property by the board of aldermen, or municipal legislative or levying body, for municipal purposes in cities of three hundred thousand inhabitants or more shall not exceed 75 cents on the one hundred dollars valuation.

466. **Soft Drinks.** Repealing section 1-9 inclusive of 1917 law. Repealing section 67-57-8 laws of 1909, relating to beer inspector, creating office of State Beverage Inspector. Emergency Clause.

469. **Hours of Labor of Bakery Employees.** Repeals existing law which forbids any employee working more than 6 days, also between 9 p. m. and 5 a. m., if under 16.

471. **Trading Stamps.** Excise tax measured by gross receipts. Rate 5 per cent per annum.

TAXATION.

481. **To amend article 2, chapter 117, Revised Statutes 1909,** by adding a new section after section 11348, to be known as section 11348a, authorizing assessors to deduct from the assessed valuation of real estate and personal property the amount of the mortgage indebtedness thereon.

(Differs from House Bill 98 in that liens other than mortgages cannot be deducted.)

487. **Railroads—Removal of cases to Federal Court.** An Act to repeal section 3229, article 2,

chapter 33, Revised Statutes of the state of Missouri, 1909, relating to foreign and non-resident railroad companies, and prohibiting the transfer by them of causes from the state to federal courts, and the bringing by them of suits in the federal courts against citizens of this state.

491. **Landlord and Tenant—Attornment.** An Act to repeal section 7926, chapter 68, Revised Statutes of the state of Missouri, 1909, relating to landlord and tenant and attornment of tenant to a stranger.

INHERITANCE TAX AMENDMENT.

518. **To amend section 17, page 122, of the administration inheritance tax law approved April 12, 1917,** with respect to appraisers per diem and expenses, costs, how paid.

(This bill might well include further amendment requiring that the executor be notified and given a chance to appear when the Probate Court fixes fees of the appraiser. This proceeding should not be ex-parte.)

MOTOR OWNERS GIVE BOND.

527. **Requiring owners of motor vehicles to give \$5,000 bond to pay damages.**

546. **Fromissory notes—must be listed with assessor for taxation.**

561. **Cause of action—Accrual of.** The cause of action shall not be deemed to accrue when the wrong is done or the technical breach of contract or duty occurs, but when the damage resulting therefrom is sustained and is capable of ascertainment and, if more than one item of damage, then the last item, so that all resulting damage may be recovered, and full and complete relief obtained, with an emergency clause.

(This is a radical and unnecessary change in the existing law. Enactment of bill would create confusion and uncertainty. The bill ought not to pass.)

INCREASE OF SALARIES OF JUSTICES.

572. **Justices of the Peace in Kansas City.** (Introduced by Mr. Hicks.) Raises jurisdiction from \$500 to \$750 and salary from \$2,500 to \$3,500.

577. **Corporations—Dissolution by affidavit.** Whenever, by unanimous vote of all the share holders, a resolution shall be adopted favoring the dissolution of said corporation, after the payment of all debts, claims or bills, then said corporation may be dissolved by filing an affidavit of dissolution with the secretary of state.

587. **An Act requiring domestic corporations and foreign corporations doing business in this state to pay an annual franchise tax; repealing an act approved April 10, laws 1917, page 237.**

596. **An Act to provide that appeal bonds may be fixed in amount as the judge or justice or court may deem sufficient.**

AMERICANIZATION.

610. **An Act to create a state commission on reconstruction and Americanization, defining its powers and duties, fixing the compensation of its employees, with an emergency clause.**

616. **An Act establishing a flower (Wild crab apple) officially for the state of Missouri.**

ELECTRICAL REPAIR SERVICE

Denton Engineering and Construction Co.

317-319 E. 17th Street, Kansas City, Mo.

A SHOP EQUIPPED TO REPAIR ANY KIND OF ELECTRICAL MACHINERY.

Traffic and Transportation

NEWS PRINT RATES.

The St. Louis Western Freight Traffic Committee heard interested shippers and their representatives on February 12, in regard to a proposal to readjust rates on news print from the Appleton, Wisconsin, District to various destinations in the southwest, including Kansas City. One of the propositions involved an advance to Kansas City of 7c per 100 lbs. A conference of interested Kansas City firms and newspapers was held at the Chamber February 11, and a representative of the department of traffic, in behalf of Kansas City interests generally, and I. N. Watson of Watson, Gage and Watson, attorneys, representing the Star, attended the hearing at St. Louis.

On showing made by shippers' representatives it is stated that the proposals for the readjustment will be unfavorably reported by the St. Louis Committee, as it was found that if any adjustment should be made, the whole fabric of paper rates should be considered, and not isolated instances.

LIVE STOCK CASE ARGUED.

The transportation commissioner appeared in oral argument before the Interstate Commerce Commission at Washington, February 7, in the Nebraska Live Stock Case, involving rates in live stock to Kansas City and other Missouri River points. The case was tried about a year ago.

MINIMUM WEIGHTS HEARING POSTPONED.

The hearing before the Western Freight Traffic Committee, set for Chicago, February 18, on the proposition of increasing minimum weights on food products, grain and grain products, etc., has been postponed to Wednesday, February 26.

McADOO WENT TOO FAR.

In a loss and damage suit brought in Brooklyn, January 27, Judge Benedict of the Supreme Court of New York ruled that Director-General McAdoo was acting beyond his powers when he put out his general order forbidding, in effect, the institution of suits brought against railroads, and ordering that such suits be filed against him. The judge declined to dismiss the suit.—Traffic World.

Reduced Telegraph Rates.

The Western Union Telegraph Company calls attention to the new reduced night message rates. As an example of how this will work the following table is given:

New York—	
Day message for 10 words.....	60c
Each additional word.....	04c
Night message	50c
Each additional word.....	03c
Night letter	60c
Reduced night message rate.....	40c
Each additional word.....	01c
Chicago—	
Day message for 10 words.....	40c
Each additional word.....	03c
Night message	30c
Each additional word.....	02c
Night letter	40c
Reduced night message rate.....	30c
Each additional word.....	01c
St. Louis—	
Day message for 10 words.....	35c
Each additional word.....	02c
Night message	25c
Each additional word	01c
Night letter	35c
Reduced night message rate.....	25c
Each additional word	01c
Washington—	
Day message for 10 words.....	60c
Each additional word.....	04c
Night message	50c
Each additional word	03c
Night letter	60c
Reduced night message rate.....	40c
Each additional word	01c

The greatest saving is on the higher rates. A message on which the day rate for ten words or less is \$1.00 the new night message rate is only 50c. The rates of 35c or below the new rate is the same as the old night message rate. These new rates apply only to messages of ten words or less with a 1c to 2c additional charge for each additional word.

SUSPENSION PERIOD, HAY AND GRAIN RECONSIGNING RULES EXTENDED.

The U. S. Railroad Administration has extended the suspension period of the tariffs carrying increased charges, etc., for reconsignment of hay and grain, etc., held for official inspection, for 90 days from February 28—the date of the expiration of the suspension period.

Need Envelopes? Write Berkowitz

Phone **Berkowitz**

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CATALOGUE
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COMMERCIAL

FOR EXTRA
HEAVY MAIL

Berkowitz Envelope Company

KANSAS CITY, MO.

TRAFFIC DEPARTMENT—Continued. STORAGE TARIFF.

The department has received the tariff carrying the new code of storage rules, effective February 15. It is issued by E. B. Boyd, Agent, Transportation Building, Chicago, and bears his number 139.

K. C. N.-W. RATES.

The hearings before the Kansas Public Utilities Commission in re advanced Kansas State rates (passenger, freight, switching) of the K. C. N.-W. R. R., originally set for hearing at Topeka, February 11, are reassigned for hearing February 26, at Topeka.

PERISHABLE FREIGHT TARIFF.

The Railroad Administration has announced a hearing at Washington, February 24, to consider perishable freight tariff No. 1, which has been distributed to the produce and perishable freight shippers in a tentative form for their consideration.

It is understood that the tariff as proposed, makes many changes, to the detriment of the shipping public.

MATTERS BEFORE DISTRICT COMMITTEES.

Kansas City Committee.

Docket 539.—Proposed general investigation into minimum weights on ore and concentrates between Kansas City, St. Joseph, Mo., and all points in Kansas; 50,000 lbs. has been suggested. (Feb. 20.)

Docket 540.—Proposed commodity rate on dairy products C. L. from Missouri River and Kansas points to points east of Missouri River based somewhat lower than third class rates. (Feb. 20.)

Docket 542.—Proposed to provide for same transit privileges at Omaha and Kansas City on corn and oats from C. M. & St. P. points to points on the C. R. I. & P. as granted at other points. (Feb. 5.)

Docket 543.—Proposed to establish Kansas City rates on sand C. L. from Grinter, Kan., to all points within a radius of 150 miles. (Feb. 27.)

Docket 546.—Proposed to cancel present exceptions to Western Classification authorizing

fourth class rating on silo material L. C. L. third class rates to be applied in lieu thereof. (Feb. 27.)

Docket 547.—Proposed to establish Kansas City class rates from and to Sugar Creek, Mo. (Feb. 27.)

Docket 548.—Proposed general revision of rates and descriptions on binder board, box board, strawboard, etc., from St. Louis, Chicago, etc., to points in Missouri, Kansas, Nebraska, etc. No changes proposed from Kansas City. (Feb. 27.)

Docket 550.—**Emergency.** Proposed to correct description items 2018-B and 2060-D Trans-Missouri tariff 20-H to read "Grain products and food preparations, cereal C. L. as described under those headings in current Western Classification."

Docket 554.—Proposed to provide transit privileges for account of the Missouri Pacific R. R. at Kansas City on grain and grain products from Montana points to St. Louis and East St. Louis. (Feb. 27.)

St. Louis Committee.

Docket 414.—Proposed to advance rates on sash, doors, blinds and millwork from Kansas City and defined territories to Texas points $3\frac{1}{2}c$ per 100 lbs. (Feb. 20.)

Docket 415.—Proposed to establish on sash, doors, blinds and millwork from Kansas City Territory to Texas Common Points rate of 40c per 100 lbs. and to Dallas-Ft. Worth Group 35c per 100 lbs.; also to establish rate of 40c from St. Louis to all Texas points. (Feb. 20.)

Docket 419.—Proposed to provide that transit and reshipping rates in effect on date of shipment from transit point shall be applied in lieu of present practice of applying the rate in effect on date of shipment from original point of shipment. (Feb. 24.)

Dallas Committee.

Docket 593.—Proposed to cancel exceptions to Western Classification on Stoves and Store Furniture as outlined in S. W. L. Classification Exceptions No. 1-H. (Feb. 24.)

RATES AUTHORIZED.

Rate Advice 1651.—Authorizes revision of commodity rates on clay and clay products all kinds, except Brick other than enameled or glazed brick to basis 25 per cent higher than in effect May 25, 1918.

Merchandise Warehousing and Distributing

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Help Make Kansas City Musical

Chamber of Commerce Luncheon

Wednesday, Feb. 19, 12:15 o'clock

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A Tribute of Encouragement

Special Addresses by Men Eminent
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Every Member of the Chamber of Commerce
Earnestly Invited and Urged
to be Present.

SPEAKERS:

F. D. CRABBS,
Ex-President Chamber of Commerce,

ALLEN HINCKLEY,
Kansas City Conservatory of Music,

J. A. COWAN,
Kansas City Conservatory of Music.

The Chamber of Commerce gives sincere and hearty
support to the Kansas City Conservatory of Music.

—The Chamber of Commerce.

FEB 26 1919

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF

KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 8

KANSAS CITY, TUESDAY, FEBRUARY 25, 1919

Resolutions Adopted at
Trans-Mississippi Readjustment
Congress.

Legislative Bulletin
of pending measures.

Chamber of Commerce Trip
to Jefferson City, March 4.

New Members
invited to Wednesday luncheon
under auspices of Y. M. D.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE.....50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

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PROTEST REMOVAL OF EDUCATION HEADQUARTERS.

The headquarters of the Fourth Region Vocational Education Supervision, now located in Kansas City, will not be moved to Denver or any other place if the Chamber of Commerce can help it. This was decreed by the Board of Directors at their meeting last week when report was made that a movement is being conducted by the Denver Civic and Commercial Association to have the headquarters moved there.

VALUABLE ADVERTISING.

With the increased circulation up to 5,000 copies, and a carefully selected business list of subscribers, the advertising columns of The Kansas Citian have become more valuable than perhaps the average business man of Kansas City realizes.

Each day some reputable business firm realizes the selective character of this advertising and the support given to The Kansas Citian enables the Chamber of Commerce to increase its circulation, to expand its specialized news articles and departments, and to provide a fitting vehicle to convey the expression of the activities of the Chamber of Commerce to its members.

Recent advertisements to which attention is called in this issue are those of the Denton Engineering and Construction Co., the Squire Electric Co., and among the older advertisers: the Berkowitz Envelope Company, Schooley Stationery and Printing Co. and the Clagett Storage and Transfer Co. These advertisers are meeting with good returns from their investment in The Kansas Citian, according to statements from several.

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An extra copy of any issue of The Kansas Citian that may be of especial interest to you will be gladly furnished.

Readjustment Congress

BUSINESS men from 204 cities and towns in 22 states to the number of 1212 registered at the Trans-Mississippi Readjustment Congress held in Omaha February 18-20, under the auspices of the Omaha Chamber of Commerce and the Chamber of Commerce of the United States. In addition to this heavy registration, thousands of others from the local community and nearby territory attended the public sessions that were held in the Auditorium.

Greater Kansas City was represented by twelve delegates: E. R. Sweeney, Bruce Forrester, J. M. Townley, Irving H. Smith, H. W. Brown, J. C. Petherbridge, C. S. Kemper, Jr.; J. T. Morton, H. E. Hutchings, and J. M. Guild. From Kansas City, Kas.: Mayor William Mendenhall and City Commissioner Thomas Beggs.

Those who took active part or filled places on the program were: Mayor Ed. P. Smith of Omaha, Governor S. R. McKelvie of Nebraska, John W. Gamble, president, and Francis A. Brogan, Chairman of the Executive Committee of the Omaha Chamber of Commerce, with Mr. C. C. George of Omaha, Chairman of the Trans-Mississippi Congress Committee.

The keynote of the Congress was sounded by President Harry A. Wheeler of the Chamber of Commerce of the United States in an address on "Readjustment Problems of the Middle West." This will be published in full in the next issue of The Kansas Citian. A message from Mr. J. Ogden Armour was delivered by General Manager R. C. Howe of the Armour plant in Omaha on account of Mr. Armour's illness.

Mr. J. F. Smetanka, director of the Czechoslovak Information Bureau, Washington, spoke on the "Trade Possibilities With Our Allies." Mr. A. C. Carpenter, of the New Orleans Association of Commerce, dealt with "Waterways in the Mississippi Valley and Their Relation to Foreign Trade." Mr. Willis H. Booth of New York, Vice-President of the Chamber of Commerce of the United States, spoke on "The Responsibilities of Victory," while Mr. C. J. Doyle of Chicago, Assistant General Counsel of the National Underwriters' Association, spoke on "Individualism in Business."

Mr. J. F. Frey of Cincinnati, editor of the International Molders' Journal, presented the labor side of the present problems under the subject, "Labor During and After the War." At the last session Honorable David F. Houston, Secretary of Agriculture, was the main speaker dealing, of course, with the agricultural question of the day. There were unanimously adopted nineteen resolutions expressing the sentiment of the Trans-Mississippi section, which the permanent organization will now follow up to put them into practical effect.

The report of the Credentials Committee, made by Chairman J. M. Guild, showed the 1212 registrants from the following 22 states: California, 1; Colorado, 17; District of Columbia, 5; Idaho, 2; Illinois, 34; Iowa, 222; Louisiana, 1; Kansas, 12; Massachusetts, 1; Michigan, 1; Minnesota, 8; Missouri, 20; Montana, 2; Nebraska, 826; New York, 5; Oklahoma, 1; Ohio, 2; South Dakota, 35; Utah, 5; Wisconsin, 2; Wyoming, 19; Washington, 1.

THE HEART OF AMERICA.

Kansas City, Central Gateway to the boundless West;
Always active and united in each worth-while quest;
Never daunted, never failing, doing all things well;
Salubrious and beautiful, a pleasant place to dwell;
Absolutely unsurpassed for enterprise and trade;
Schools and churches numerous and of the highest grade.

Charming parks and boulevards, the finest in the land;
Industry and wondrous growth revealed on every hand;
Tried and trusted livestock center, tourist resting-place;
Youthful queen of inland cities, full of power and grace.

—LeRoy Huron Kelsey,
Kansas City, Missouri.

YOUTH AND THE FARM.

It is anticipated that at the convention of the Boys' and Girls' Club Work conference, conducted under the auspices of the U. S. Department of Agriculture many interesting features will develop to further the education of the youths of the country in promoting agricultural development. The junior extension work for 1918 was largely due to the intensive campaigns conducted under Mr. O. H. Benson, in charge of the extension work for the north and west. To develop interest in this work cooperation with the public schools of the various states is urged.

The personnel of the organization for each state generally consists of one state leader, eight assistant leaders permanently employed, twelve cooperative leaders temporarily employed and 1965 unpaid leaders assisting in the promotion of this work. In the state of Missouri for instance, 1306 club groups were organized with a total enrollment of 20,554 juvenile members, 6,132 of which reported products to the value of \$120,029.88 netting a profit of \$69,062.96. The projects of this work are principally home gardens, home canning, poultry clubs, calf and pig clubs. If the home garden work 249 club groups enrolled 8,990 members of which 1,590 reported a production of fresh vegetables to the value of \$25,136.75.

The Chamber of Commerce, through its Agricultural Department, is assisting in every way possible the extension of this work in Kansas City territory and assistance will be given to the young people who will come to Kansas City from February 28 to March 3 for their annual convention.

STATE HARD ROAD

ASSOCIATION ORGANIZED.

The Markets, Transportation and Good Roads Committee of the Chamber was represented by Frank A. Davis at a meeting of good road boosters from over the State at Jefferson City on February 7th.

This meeting at Jefferson City resulted in the organization of the State Hard Roads Association, Mr. George D. Hurley, a member of the Chamber, being elected as member of the Board of Directors from the Kansas City district. This new association has been organized for the specific purpose of putting a concerted movement behind Governor Gardner's program calling for the building of a system of State highways and the issuing of \$60,000,000.00 worth of bonds to finance the same.

INCOME TAX RETURNS.

Secretary Glass having announced that all income tax returns must be filed by March 15, the Chamber of Commerce realized that this would not allow sufficient time to make these returns as many large business institutions find it necessary to employ experts to prepare their returns for them. It was therefore deemed advisable to communicate with our Senators for the purpose of having them use their influence with Secretary Glass to extend the time, and a request was that the time be extended to May 1.

Secretary Glass of the Treasury has replied to the request in a telegram received on the 18th in which he says: "It is deemed inadvisable on account of Government financial requirements to grant general extension of time for filing tax returns. Forms and regulations will be distributed earliest possible date and in view of delay, arrangements have been made for relief in necessitous circumstances to accept from corporations and individuals payment on March 15 for at least one-fourth estimated tax due and to allow reasonable time for completion of return. Forms to be issued will embody instructions regarding this feature of collection plan."

Chambers of Commerce throughout the country have been interested in trying to have the time extended for making income tax returns, and the Chamber of Commerce has received a number of telegrams asking for cooperation in trying to have this accomplished. Among others who wired was the Chamber of Commerce of Cleveland.

It is regretted that the efforts made have not been more successful, but the plan proposed by Secretary Glass may relieve the situation to some extent.

ADDITIONS TO

MEMBERSHIP COMMITTEE.

There have just been added to the Membership Committee as some of the best working material in The Chamber of Commerce organization five men who acted as captains in the membership campaign of January 20-25. These men showed themselves leaders in enthusiasm and spirit and will be splendid and most valuable permanent additions to the Membership Committee.

Those who will enhance the Committee by their service are:

Charles M. Kemper	Ed. S. Coombs
G. W. Blakesley	Walter Negbaur
J. B. Rust	

Making Kansas City a Great Music Center

MUSIC as an art is one of God's best gifts to man and is most essential and necessary in the maintaining of a progressive city," said Mr. Franklin D. Crabbs in his address at last Wednesday's bi-weekly luncheon. Mr. Crabbs outlined briefly the history of music as a commercial asset, giving as an example the fact that 26,000 students had studied music west of the Mississippi River in the last year. From the commercial standpoint, in Chicago there is involved approximately \$60,000,000 annually, this being spent by the students for their tuition, living expenses, etc. At least half of this amount should be spent in Kansas City, he said, as Kansas City is the logical location and is splendidly adapted to maintaining a Conservatory of Music and Fine Arts.

Going into the subject further, Mr. Crabbs stated that there is expended in the United States for music \$600,000,000 annually. This is three times the value of the entire poultry business and considerably more than the implement business done in this country each year. There are at present over 250,000 registered music teachers in this country. Mr. Crabbs called attention to the fact that 70 per cent of the money spent in the interest of music is spent by women.

Mr. Allen Hinckley, formerly with the Metropolitan Opera Company and now connected with the Conservatory of Music, spoke briefly to the members. "Kansas City possesses more naturally good voices than any other city in the world," was the remarkable statement made by Mr. Hinckley. "Still," he added, "these same wonderful voices are lost to Kansas City because we have no concert or opera companies to give them the necessary experience.

Mr. J. A. Cowan, President of the Conservatory, in a very forcible and too short a talk, pleaded for the support of Kansas City to the maintenance of the Conservatory of Music, which, as he stated, is the property of the people of this community and should receive not only their moral but their financial support to make it a big success and a real asset to Kansas City's commercial and musical life. Mr. Cowan paid Mr. W. T. Kemper marked tribute for the interest displayed in the establishment of the Conservatory, stating that without the help of Mr. Kemper and his encouragement that Kansas City would not possess what it does today—a real school of music. It will be necessary to provide adequate housing facilities for the young people coming to Kansas City from adjacent territory every year.

President Parson spoke briefly, calling attention to the large amount of money lost where students go elsewhere for musical training. "Music," he said, "is an asset and should so be classed in the same way as any industrial institution."

Mr. Cliff C. Jones, first Vice-President, presided.

Mr. W. T. Kemper outlined the early financial struggles of the Kansas City Conservatory of Music and praised Mr. Cowan, its President, for his untiring efforts in keeping it alive.

Mr. J. H. Thompson, in charge of the piano department of the Conservatory, gave a splendid rendition of Chopin's "Polonaise." At the close of the speaking, Mr. Hinckley sang "The Two Grenadiers" in a most pleasing manner. The two hundred odd members present insisted upon encores, but they were not forthcoming on account of the brief time allowed for the program.

ANOTHER FIRM ON AUTOMOBILE ROW.

The Cooper Motor Company, formerly of Omaha, Neb., has leased the building located at 1616-18 Grand Avenue and is preparing to handle the United States Motor trucks, manufactured at Cincinnati, Ohio. It was with the idea of a possible opening up of an assembling plant for the Southwest that Kansas City was chosen by the Company. Mr. T. H. Cooper is President and Mr. M. E. Springer will be the Southwestern Sales Manager. The coming of the Cooper Motor Company to Kansas City brings with it five families.

LUMBER COMPANY TO MOVE HERE.

The Lindas Lumber Company of Hutchinson, Kan., have decided to move their general offices to Kansas City, Mr. John Lindas being President and General Manager, W. R. Edwards, Vice President, E. S. Lindas, Secretary, and G. E. Clutter, Treasurer.

The Industrial Department has been in communication with these people and in a conversation had with Mr. John Lindas last week it is expected that he will be in Kansas City the early part of this week to secure office space to accommodate their general office requirements.

What Was Done at the Omaha Congress

THE following resolutions, adopted unanimously by the delegates at the Transmississippi Readjustment Congress, epitomize the declarations of the group meetings which have been held.

The groups submitted 125 resolutions to the clearance committee which codified those expressions into 19 resolutions.

Francis A. Brogan, chairman of the clearance committee, read the resolutions to the Congress. Frank O'Dell moved their adoption as a whole, and W. J. Robinson of Mondamin, Ia., seconded that motion.

League of Nations.

We endorse the principle of a league of nations. We believe it to be the duty of the public men of the United States to co-operate in securing the adoption of the moderate and practical plan presented to the Paris conference.

Agriculture.

We recommend that the Secretary of Agriculture call together representatives of organized agricultural bodies for the creation of a National Chamber of Agriculture, which shall serve as a clearing house for agricultural activities, particularly those relating to production and marketing.

We urge upon Congress the immediate passage of an amendment to the Federal Farm Loan Act increasing the loan limit to \$25,000.

The farm bureau organizations should be increased and supported, and we urge their extension wherever possible and their adequate support by federal appropriation.

We recommend uniform sanitary rules and regulations to govern the shipment of live stock, so as to protect the states into which shipments are made, and at the same time incur the minimum of expense and trouble to the shipper. So far as possible these rules should agree with the rules of shipment laid down by the Bureau of Animal Industry.

We believe that the live stock industry in the West would be stimulated by a system of long-time credits on breeding stock.

In the semi-arid regions of the Transmississippi country there are millions of acres of land occupied and under cultivation, where, because of lack of sufficient moisture, crop production is uncertain and averages approximately one-third of what is possible. In these regions sufficient moisture can, by a system of canals controlling the flood and unused waters now going to waste, be stored in the subsoil to supply the deficiency, and make a reliable crop producing territory. We urge that this work be undertaken by the Federal Government.

Labor.

The change in business conditions makes it more than ever necessary to establish peace and harmony between labor and capital. To this end there should be conferences and mutual discussions of the difficulties that arise. The leading representatives of capital and labor should work out this problem together. We do not believe that any creed constructed by labor or capital alone, without consultation with the other, can reach a solution of these difficulties. The remedy cannot be found by one alone, but can be reached only by mutual discussion by both. We believe that the employer should study and understand the viewpoint of labor; and that labor likewise should learn the problems of the employer. The public has a right to demand that a remedy be found by the interested parties themselves, so that the enmity and hostility of the past will cease, and labor and capital shall be partners in industry and not enemies.

Good Roads.

Both as a means of stimulating the resumption of industry and removing the shadow of unemployment from the working people, and also to serve the broader and more permanent purpose of supplementing the railroad lines and to develop the inland and farm commerce of the country, the work of constructing good roads should be promptly carried on by the co-operation of the federal and state governments and local communities.

Waterways and Foreign Trade.

We recognize the vital importance of our inland waterways as an integral part of our system of transportation, which in the past has not served either the traveling public nor the movement of freight. We therefore urge upon congress immediate legislation and appropriations to improve and extend these highways of commerce so as to afford in many sections of the country the most economic route from interior points to the seaboard.

We especially urge the immediate development of the Mississippi River and its tributaries as constituting the chief inland waterway system of the country.

We urge the enactment of laws and regulations to improve foreign trade conditions.

We hope that overseas commerce will, to as great an extent as possible, be carried in vessels of American registry. We urge the return to their owners of all vessels commandeered by the government, as soon as their service can be dispensed with. We recommend that the vessels built by the Emergency Fleet Corporation of the United States Shipping Board should, under suitable conditions, be turned over to private operation. We hold it is essential that the government absorb as a part of the cost of the war the additional cost of construction caused by war conditions and by the necessity of the immediate creation of a great merchant fleet in war times. We believe that Congress should immediately address itself to the problem of finding some method by which our ship owners can operate vessels flying the American flag in competition with those of other countries, without lowering the standard of living enjoyed by American seamen.

As an immediate necessity to enable our merchants and manufacturers to reach foreign markets in fair competition between different sections of the country and with other countries, we urge the United States Railroad Administration to re-establish the export and import rates as the same existed prior to June, 1918, thus enabling the producers of the country to ship through ports that offer the most convenient and expeditious service.

To facilitate foreign trade we favor provisions being made for the handling of foreign acceptances by our banking institutions.

We deprecate any change in the established standards of our domestic products which will handicap the industry in marketing its products under foreign competition.

(Continued on page 135.)

Legislative Bureau Bulletin No. 3.

In this issue is contained a complete list of all bills which have passed either the House or the Senate or both. Also a complete list of all bills which have been recommended by the committees of either House or Senate **not** to pass; space does not permit reference to all of the bills which have been reported favorably by committees, but we have endeavored to call attention to all bills which would seem to be of interest to members of the Chamber. If any one is interested in any bill which is not mentioned, information may be obtained from the Bureau as to the status of the particular bill

Progress of Legislation.

I.

BILLS WHICH PASSED BOTH HOUSES.

An act for the support of eleemosynary and penal institutions.

II.

BILLS WHICH HAVE PASSED THE HOUSE

Women Suffrage.

III.

BILLS WHICH HAVE PASSED SENATE.

H. B. 7 (Supra).

IV.

HOUSE BILLS REPORTED FAVORABLY BY COMMITTEE OF THE HOUSE.

Food and
Drug
Commissioner.

71. To empower the state food and drug commissioner to regulate the sale, inspection and analysis of condimental stock and poultry foods and powders intended for domestic animals and poultry with emergency clause.

Autcmobile
Tires.

76. To prohibit persons having in their possession an automobile tire from which the manufacturer's serial number or any other manufacturer's trade or distinguishing number or identification mark has been removed, defaced, covered or destroyed, for the purpose of concealing or destroying the identity of such automobile tire and providing penalty.

Firemen's
Pensions.

99. Authorizing taxation in cities of one hundred thousand inhabitants or more for the benefit of funds for the pensioning of crippled and disabled firemen, and for the relief of the widows and minor children of deceased firemen.
100. An Act relating to taxation of insurance companies.
101. An Act relating to firemen's pensions.
102. An act to prohibit the injuring of railroad companies' property and providing a penalty therefor.

Supreme
Court.

117. An act creating commissioners to select and designate what opinions of the Missouri supreme court and courts of appeals shall be published in the official reports of the state; to supervise the preparation of the syllabi thereof, providing for the salaries and duties of such commissioners with an emergency clause, and to repeal sections 3918, 3919, 3920 of the Revised Statutes of Missouri.

Inspection
of Hay.

159. Relating to adulteration of non-alcoholic drinks, by striking out a certain word therein.
168. Relating to landlords and tenants, and the recovery by the husband of the rents of the wife.
169. Relating to landlords and tenant and attornment of tenant to a stranger.
171. Relating to married women and the earnings of her minor children in certain cases, by striking out of said section certain words.
199. Providing for the establishment of public hay tracks and for the state inspection of hay and straw at terminal railroad points in the state of Missouri.
219. Motor Vehicles.

V.

SENATE BILLS REPORTED FAVORABLY BY THE SENATE COMMITTEE.

3. An act to provide for the treatment and control of neglected and delinquent children under seventeen years of age.
69. Limitations, personal actions and general provisions.
(Com. Substitute do pass.)
- Capital Punishment. 84. An act to abolish capital punishment in the state of Missouri.
- Supreme Court. 146. An act creating commissioners to select and designate what opinions of the Missouri supreme court and courts of appeals shall be published in the official reports of the state; to supervise the preparation of the syllabi thereof, providing for the salaries and duties of such commissioners with an emergency clause and to repeal sections 3918, 3919 and 3920, of the Revised Statutes of Missouri.
- National Guard. 166. An act to provide for the organization, discipline, government and use of the national guard, militia and other military forces of the state, providing penalties for the violation of the provisions of the same and to repeal chapter 79 of the Revised Statutes of Missouri, 1909, and the amendments thereto made in the act of the general assembly, approved March 27, 1917.
- Inspection of Hay. 176. An act to create and establish a public service commission.
187. Providing for the regulation of the equalization and levy of taxes.
236. Providing for the establishment of public hay tracks and for the state inspection of hay and straw at terminal railroad points in the state of Missouri.
266. Providing for the salaries of deputy constables, their removal and filling of vacancies in cities of 300,000 inhabitants or over and enacting a new section in lieu thereof.

VI.

HOUSE BILLS REPORTED UNFAVORABLY BY THE COMMITTEE OF THE HOUSE.

- Wills. 72. Wills—Permitting testator to record a will in like manner as a deed: Absent a contest, property may be distributed after three months after death.
- Stock Yards. 73. To govern stock yards companies and live stock commission companies, in the matter of charges made for food.
98. Amending present law governing the assessment of property by adding the words, "Deducting all liens on such real estate."
121. An act providing for the equalization of the salaries and compensation of teachers and other public institutions of this state, and prohibiting discrimination on account of sex, and providing a penalty.
139. Radical changes in the law of administration of estates, especially Dower and Courtesy, inventory and appraisement, partition of real estate.
- English Language. 223. An act to require all instruction in elementary schools to be given in the English language.
292. Jim Crow Law.

SENATE BILLS REPORTED UNFAVORABLY BY COMMITTEES OF THE SENATE.

1. Women's Suffrage.
- Elections. 177. Relating to jurisdiction of justice of the peace and providing where suits shall be commenced, by inserting after the word "or" in the third line of said section and before the following word "in" in said section the words, "if there be no justice in said township, then."
228. Prohibiting and making electioneering and soliciting votes on any general, special or primary election day for state and county offices a criminal offense, and providing a penalty for the violation thereof.
274. Making it a misdemeanor to register a false name on a hotel register or to indicate in any way that the guest is registering a woman in as his wife when such is not the fact.

Conventions and Conferences

JEFFERSON CITY TRIP.

The Chamber of Commerce has accepted the invitation of Governor Gardner to pay a visit to Jefferson City Tuesday, March 4. The special committee that was appointed to arrange details have held a meeting and the following program has been decided upon:

Leave Kansas City on a special train of the Missouri Pacific Railroad at 8 o'clock in the morning, arriving at Jefferson City at 12:20 p. m. Returning, leaves Jefferson City at 6 p. m. and arrives in Kansas City at 10:20. On arrival at Jefferson City the members of the party will proceed immediately to the Executive Mansion where they will be received by Governor and Mrs. Gardner, and members of the party will be their guests for luncheon. Governor Gardner will then escort the visiting party to the State Capitol and probabilities are that there will be a joint meeting of the two branches of the Legislature and there will be an address by the Governor and response by the President of the Chamber of Commerce.

After this formal function the visitors will be escorted through the new Capitol Building and will have an opportunity of visiting the penitentiary if they so desire, the Supreme Court Building and other places of interest in Jefferson City.

For the return trip there will be a dining car attached to the train and a table d'hôte dinner will be served, and there will be ample time for all to be accommodated before the party reaches home.

The expense of the trip, which includes transportation, meals, badges and sundry items, will be \$13.97. We will have a handsome train and every effort is being made to assure the success of the trip and the comfort and pleasure of those who participate.

Applications for accommodation accompanied by check should be sent to the Chamber of Commerce addressed to Mr. E. M. Clendening, Assistant to the President.

This trip is for members of the Chamber of Commerce only.

In reply to a number of inquiries, we have to advise that ladies will not be expected to join in this excursion.

COMING CONVENTIONS AND CONFERENCES. •

Kansas City Hardware Co. Banquet, Coates House, February 18th.

Kansas City Law School, Banquet, Coates House, February 22d.

Natl. Farm Association, Coates House, February 20-23.

Reorganized Church of Jesus Christ of Latter Day Saints, Ninth and Lydia, February 23rd.

Twelfth Annual Automobile Show of Kansas City, February 24th-March 1st.

National Tractor Show, February 24th-March 1st.

National Conference of Junior Extension Workers, Coates House, February 28th-March 3rd.

Missouri State Fish and Game League, three-day convention in Kansas City, second week in April.

Grand Chapter Royal Arch Masons' State Conclave, April 22-24.

Grand Council Royal and Select Masters in conjunction with Grand Chapter of Royal Arch Masons, one day, April 22nd.

Twenty-Fourth Annual Convention of Fraternity of Operative Millers of America, Coates House, June 2-7.

American Angora Goat Breeders' Association of Reeds Spring, Mo., Kansas City, October 10th, conjunction with Royal Stock Show.

A REAL FARMERS' CONVENTION.

The National Farmers' Association held its Fourth Annual Convention in Kansas City February 20-22, with 400 delegates from all parts of the country present. This organization has for its working foundation the economics of farming, marketing and cost of production—in other words, a clearing house for the farmer.

Mr. C. D. Resler of Chanute, Kan., is president and Mr. B. P. Smoot of Sturgeon, Mo., is secretary. At the meeting of the Association Friday evening, February 21, Agricultural Commissioner O. K. Quivey addressed the members of the Association. Mr. L. W. Buckley expects to announce shortly that the conference for 1920 is to be held here, making five successive years for Kansas City.

Civics Department

CITY LEGISLATION.

LIST OF PLANS AND SPECIFICATIONS SENT TO THE BOARD OF PUBLIC WORKS FOR ADOPTION FEB- RUARY 18, 1919.

Brick Block Pavement.

Alley between 18th and 19th from east line Lot 15 Bl. B, Barnes' Addition, to west line Euclid avenue.

Maintaining and Repairing Concrete Pavement, Three Years.

Sixty-third street from Wornell Road to Brookside boulevard.

Maintaining and Repairing Macadam Pavement.

Holmes street from 51st to 52d.

Mercier street from north line Sunset Drive at 53d street to south line Ward Parkway.

Oak street from 47th to 54th.

Sixty-third street from Penn to Wornell.

East half of State Line street from south line 59th to south line 63d.

Furnishing and Planting White Elm Trees.

Bales, both sides from 34th to 37th.

Brooklyn, both sides from 39th to 44th, except west side Brooklyn between 41st and 42d.

Denver, both sides from 20th to Raytown Road.

Elmwood, both sides from Gladstone boulevard to St. John.

Fiftieth, both sides from Woodland avenue to Prospect avenue.

Jackson, both sides from 27th to 31st.

Lawn, both sides from Gladstone boulevard to Scarritt.

Lawndale, both sides from Gladstone boulevard to Saida.

Lawndale, both sides from St. John to Independence avenue.

Prospect, both sides from 50th to 63d.

Twenty-third street, both sides from Jackson to Hardesty.

Troost, both sides from 51st to 63d.

Topping, both sides from Gladstone boulevard to Independence avenue.

Woodland, both sides from 50th to 55th.

College, both sides from 38th to 40th, Bellefontaine from 35th to 39th.

TEAM SEVENTEEN STILL WORKING.

Team No. 17, the banner team in the recent membership campaign, is still on the job. Its campaign total of 100 has been increased by 5 since the end of the drive. This team was composed of Captain Walter H. Negbaur, Lieut. F. C. Seested, Lieut. J. Kirkpatrick, Lieut. W. D. Le Roy, Lieut. A. Sheuerman, Lieut. Parker Francis, W. D. Truman, Michael Berlau, W. J. Phelps. Geo. Goldman, Harry E. Ridings, George Wieda, C. H. Chandler, B. E. Johnson, D. W. Ross, John R. Ford and John F. Lyons.

GRAND AVENUE PAVING.

Because of the especial interest to the whole city in the paving of a prominent street like Grand Avenue, the Special Committee of Property Owners appointed by the Board of Public Works to report as to the type of paving most desirable, has asked the Department of Civics to assist them in a study of various kinds of paving. Mr. A. R. Strother, Chairman of this Committee, has sent a letter to the Secretary of the Department requesting on behalf of the Committee that the Chamber make a survey and study of the question of paving most suitable for this street and to give the committee and property owners of Grand Avenue the benefit of such survey and study. The Department will make a study of existing paving on several streets in Kansas City.

While in Chicago during the present week attending a convention of National Education Association, the Secretary of the Department will secure some data on paving in that city. At the same time he will also get information from St. Louis and Milwaukee.

URGE LATER TAX FILING DATE.

Opposition has been made by the business interests of Kansas City to the provision in the new revenue bill which calls for the filing of all tax returns by March 15, 1919. Those in charge of the Treasury at Washington have been asked for an extension of the filing date to May 1, on the grounds that the earlier date will not allow sufficient time in which to make returns.

Attention is called to the fact that practically all large business institutions find it necessary to employ experts to prepare their returns and that it will be physically impossible for the comparatively few experts to perform this tremendous task.

When Senator Seldon P. Spencer was wired to the foregoing effect, he replied immediately that he was taking the matter up at once with Secretary of the Treasury Glass and would do all he could in the matter.

The membership season is always open. And that friend of yours you might have overlooked in the last "drive."

OMAHA CONGRESS.

(Continued from page 130.)

Federal Regulation of Business.

During the period of the war, the national government found it necessary to adopt a policy of regulating concerted action in fields of production and distribution of the materials necessary for the successful prosecution of the war. These measures were often in conflict with the federal laws passed in time of peace. The requirements of the period of readjustment demand that certain forms of co-operation, possible during the war, be continued and enlarged; that the contradictions on our statute books be eliminated by proper legislation and that there be formulated definite standards of general business conduct, capitalizing such experiences of the war as have proven beneficial to the public interest. However willing we may have been to vest the government with extraordinary and plenipotentiary powers to meet the exigencies of the war, we are opposed to any continuation and extension of them in times of peace.

We oppose any system of licensing any private business and the taking over by the government of the operation of any lines of business or industry built up and carried on by private initiative.

We recommend measures to bring about conversion of war risk insurance into permanent form in co-operation with companies organized under existing laws or under federal legislation enacted for that purpose.

In seeking to regulate the business of the country the government should be corrective and helpful—not hostile and destructive. Where wrongs exist or are suspected, the investigations that are necessary to disclose and correct them should be carried on along broad lines. We depreciate the practice of giving out under government sanction charges against business organizations before they have been sustained by proof.

Resumption of Industry.

We do not favor a pause in the industrial process to await some future readjustment of wages and prices of staples. So far as public improvements are concerned they should be resumed at once. It is better that the public should absorb the increased cost, if they should hereafter appear, than that general unemployment and consequent disaster and social disorder should follow.

We believe, also, that the promoters of private construction and business enlargement should take heart of courage and should believe in the immediate resumption of business prosperity in the United States. There is no place in the American scheme of things for the pessimist or the doubter. Our country today leads the world in prosperity. It can lose its leadership only by its own faint-heartedness. We especially depreciate any concerted holding back of construction and business resumption for the purpose of forcing a reduction in wages or cost of material.

Railroads.

We are opposed to government ownership and operation of the railroads. The roads now operated by the government should be returned as soon as possible to former private ownership and management, subject to government regulation and supervision, which will prevent the abuses of the past and secure to the public the greatest good to be derived from economic, efficient and co-operative management, eliminating restrictive legislation that has heretofore hampered much needed improvement.

Re-employment of Soldiers.

We believe that both public and private agencies should show the same concern for the re-toration of the discharged soldier to his normal place in the economic society that was shown in inducting him into the military service. One of the prime reasons for setting in motion the wheels of trade and industry should be to furnish employment for those who entered the army and the navy to take part in the war, as well as those who engaged in unaccustomed war industries and are now out of employment. While the readjusting process is taking place in private industry, effort should be made to promote public work by the federal government and by the state and municipalities.

In order that the municipalities may be enabled to proceed with the work of reconstruction that must be met by local assessment in the cities we urge the railroad administration to recede from its policy of refusing to meet such local assessments on railroad properties in the cities where required by state laws.

We also urge the enactment of federal legislation for the reclamation of the arid and waste lands in the public domain and the enactment of state laws, whereby the returning soldiers may be given employment in the preparation of such lands for settlement and provided with assistance to make permanent homes when the reconstruction period is passed.

Price Readjustment.

The government of the United States in keeping its contract with the farmers of the country to maintain the price of wheat until June, 1920, should arrange through its own agencies to take over the marketing of the entire wheat crop, and should seek by means of generous credits extended to the nations whose food supplies have been depreciated by the war for the marketing of the surplus above home requirements. Whether in doing so the government shall seek to impose upon the domestic and foreign consumers, by means of its control over the distribution of the wheat crop and the needs of foreign credits, the guaranteed prices paid to the producers of the wheat crop or shall dispose of the crop at a loss to be charged to the account of the war, must be determined by conditions that will hereafter arise. As nearly as possible the crop should be so marketed as to restore the normal basis of supply and demand and permit the prices of all food products to be determined accordingly.

In dealing with the price of other food produced in this country over which the government has exercised a measure of control during war conditions, good faith should be shown by the government towards those who responded to the government's request to increase the supply.

Public Utilities.

We recommend that careful consideration be given to the present condition of public utilities which have faced difficult problems arising out of the war. We urge that fair treatment be given these companies so as to enable them to avoid bankruptcy and to render efficient service. We deplore the treatment now generally accorded them by the regulating agencies of the local government.

Pivotal Industries.

The pivotal industries that came to life or were enlarged at the request of the government to meet the necessities of war should now be protected by proper measures against their collapse and ruin because of sudden ending of war conditions.

(Continued on page 136.)

NATIONAL EDUCATION ASSOCIATION MEETING.

The annual meeting of the Department of Superintendence of the National Education Association is to be held in Chicago February 24th to March 4th. This is the first meeting of the Association since the Armistice was signed. There are a number of problems up for discussion on the solution of which depends, to a great extent, the direction of education progress for years to come. Among the problems which will be taken up are:

Reconstruction as affected by education.
The National Education Department Bill.
Rehabilitation.

This will be one of the most important meetings ever held by an educational body. The Chamber of Commerce will be represented by Mr. Matscheck, Secretary of the Civics Department.

APPROPRIATION FOR MISSOURI RIVER.

The River and Harbor Bill has passed Congress. This bill provides for an appropriation of \$400,000 for the Missouri River. After passing the House, when the Bill went to the Senate, the Committee on Commerce amended the bill so that the appropriation for the Missouri River carried the proviso that operation should be conducted with a view to making the work already undertaken secure against destruction should Congress hereafter fail to make further appropriation. The real meaning of this proviso was that if the operation of boats on the river did not continue that the probabilities were continued appropriations, could not be expected.

The Chamber of Commerce communicated with Senator Reed in regard to this proviso, and through his efforts this provision has been eliminated and the appropriation will be made without any proviso whatever.

MOTOR TRUCK AGENCY OPPORTUNITY.

The Industrial Department is in communication with a well known eastern motor truck manufacturer desirous of locating a new agency in Kansas City for the distribution of their product in this territory. The truck is a well known make of ten years' standing, with a firmly established business and nationally advertised.

Persons interested in considering this agency may secure details from the Industrial Department.

OMAHA CONGRESS. (Continued from page 135.)

Freight Rate Differentials.

We call the attention of Congress and the United States Railroad Administration to the fact that the advance in freight rates has changed the margin of differentials formerly applying to the shipment of Western products, with the practical effect of eliminating the established Eastern markets open in the East to the Western producer. While we do not question the wisdom of the advance in freight rates, we urge that differentials applying to shipments west of the Mississippi River be readjusted so as to protect established markets.

Water Power.

We recommended legislation looking to the early development of the water power now going to waste on the public domain.

We believe that the people of the Western States should be given the same right to develop the natural resources of their states that has already been exercised by the people of the Eastern States.

Federal Budget System.

We recommend that a budget system be inaugurated by the Federal Government, and that all disbursement of funds be made under such a system.

Americanization.

We recommend the extension of the Americanization campaign so as to include all portions of the country in which foreign influence still prevails.

Law and Order.

Never in the life of this Nation has it been more essential that law and order be maintained in our communities. We therefore denounce the efforts of agitators, I. W. W., and Bolsheviks to stir up differences between groups of our people, and we urge all national and state authorities to take every lawful means to suppress such agitation and so far as possible to rid this country of that class of person. We earnestly commend Mayor Ole Hansen of Seattle and the loyal leaders of labor for their strong stand in behalf of law and order and honest Americanism.

Permanent Organization.

To carry along the work inaugurated by this Congress we recommend that a permanent organization be formed consisting of a committee of seven members to be appointed by the chairman.

Protection to Investors.

We favor the enactment of rigid blue sky laws for the protection of the inexperienced investor.

We denounce the exploitation of the owners of Liberty Bonds by the promoters of questionable enterprises.

Inasmuch as the territory embraced in the Fourth Region consists of Kansas, Oklahoma, Nebraska, the Dakotas, Montana, Wyoming, Colorado and New Mexico, it is immediately apparent that Kansas City was logically chosen in the first place, just as it is the headquarters of the Federal Reserve Bank district and was the headquarters of the Fourteenth Region in war industrial work last year.

The matter has been taken up with Senators James A. Reed and S. P. Spencer.

Traffic and Transportation

FAVORABLE REPORT IN SCRAP IRON CASE.

Examiner McCawley of the Interstate Commerce Commission in his proposed report in the Kansas Scrap Iron Case, Kansas City Bolt & Nut Company vs. A. T. & S. F. Ry. et al., I. C. C. docket 9845, finds in favor of the Kansas City complainant.

The complaint in this case was filed by the Department of Traffic on behalf of the Kansas City Bolt & Nut Company, and attacked the rates on scrap iron, carload, from Kansas points, and from St. Joseph, Missouri, to Kansas City.

The general basis on scrap iron from Kansas points to Kansas City is class D, subject to the Colorado Common Point Commodity rate as a maximum, which prior to the 25 per cent advance, was 16.75 cents. The same basis applied to Colorado common points. The situation was very unfair and discriminatory against Kansas City, for the principal scrap producing territory is in Eastern Kansas, and the industries at Pueblo, and other points in Colorado, taking the same rates, could come in to Eastern Kansas and draw scrap iron at 16.75 cents per cwt., while Kansas City industries must pay class D, subject to the 16.75 cents rate as a maximum. To illustrate, from Coffeyville, Kansas City would pay class D rate, or 14 cents, a distance of 168 miles, while Pueblo would pay the commodity rate of 16.75 cents from the same points, a distance of 592 miles. The class D from Coffeyville to Pueblo was 33 cents. These rates have all been advanced 25 per cent. This will show the disadvantage which Kansas City worked under by reason of the more favorable adjustment to Colorado.

The examiner's report proposes the findings that: The blanket commodity rate of 16.75 cents (now 21 cents) is unduly preferential to Colorado points to the extent that the rate is less than 7 cents per cwt. higher than class D rates applying as maximum from the same points to Kansas City.

The rate on scrap iron, St. Joseph to Kansas City of 6 cents (increased by the 25 per cent advance to 7.5 cents), and which was increased from 5 cents in 1914, has not been justified by the defendant carriers; and that the former rate of 5 cents should be restored plus a 25 per cent advance, making the rate 6.25 cents.

Parties in the case will have 20 days in which to file exceptions to the examiner's report, and the case will be later argued orally at Washington.

NEW C., B. & Q. CAR FOR HASTINGS.

The Burlington will now handle merchandise for Hastings, Nebraska, in addition to the Union Pacific.

Effective Monday, February 24, the Burlington put on a new merchandise car for Hastings. The car will leave Kansas City daily, and will make second morning delivery at Hastings; merchandise for points on the C. B. & Q. between Hastings and Brush, Colorado, will be handled in this car.

H. E. Heller, general agent of the Burlington, also states that when the traffic warrants another car will be put on for McCook, Nebraska.

The car for Hastings was installed at the solicitation of the Department of Traffic, on ac-

count of complaints of delays of merchandise to that territory.

PROPOSED REPORT IN RECONSIGNMENT CASE.

The proposed report of the examiner of the Interstate Commerce Commission in Reconsignment Case No. 3 (I. & S. docket 1161), has been received by the Department. This case involves the proposed advances in reconsignment charges on grain, seeds, hay, etc., held for inspection.

The report provides that the cars should be placed on special hold tracks and the exact location thereof given to consignee as conditions precedent to the application of demurrage. Demurrage and track storage should begin to accrue 24 hours after 7 a. m. of the day on which notice of arrival and location is given before 9 a. m.

That the charges proposed by the carriers for reconsignment have not been justified; but that a charge of \$2 for the service of reconsignment would be just and reasonable.

The Department has taken an active part in this case on behalf of the Board of Trade and the Kansas City Hay Dealers' Association. The protestants and respondents will now have opportunity to file exceptions to the proposed report and later make oral argument.

CONSOLIDATED CLASSIFICATION COMMITTEE.

The U. S. Railroad Administration has appointed the following Consolidated Classification Committee:

R. C. Fyfe, Chairman, Western Classification Committee.

R. N. Collyer, Chairman, Official Classification Committee.

J. E. Crossland, Chairman, Southern Classification Committee.

Requests for changes in, or additions to, classifications, should continue to be made either through traffic officers of the railroads or direct to the chairmen of the various classification committees, who will make investigations and submit their recommendations to the Consolidated Classification Committee for docket and hearings.

DIRECTOR GENERAL ON THE STAND.

Before the Senate Committee on Interstate Commerce a few days since, Director General Hines defended the general orders of the United States Railroad Administration on the broad proposition that none of such orders has repealed any statute of any kind. The Director General's statements were in reply to previous statements of representatives of the shippers.

While, technically speaking, the Director General may be correct, those doing business with the railroads are certainly working under more difficulties than formerly, especially in securing payment of claims.

STORAGE CODE.

The Interstate Commerce Commission, in response to protests, considered the new code of storage rules, effective February 15, but decided it would not suspend.

(Continued on page 138.)

TRAFFIC DEPARTMENT—Continued. DEMURRAGE REDUCTION.

The Demurrage Committee of The National Industrial Traffic League has presented to the American Railway Association proposals for modification of the Demurrage Code, to return to the scale of charges in effect prior to February, 1918, which charges were \$2 per car per day for the first five days, and \$5 per car per day thereafter, and the amendment of the average agreement to allow five credits instead of four, as at present. The League contends that in- and out-bound cars be considered together without distinction in the average agreement, but the A. R. A. wants to include only in-bound cars. The League Committee will in no event consent to the elimination of out-bound cars, but may accept the application of the average agreement separately to in- and out-bound traffic.

TARIFF IN ROCK ISLAND HAY CASE.

Tariff in line with the decision of the Interstate Commerce Commission in the Rock Island Hay Case (Kansas City Hay Dealers' Association vs. C. R. I. & P. Ry. et al., I. C. C. docket 9543) will be published, effective March 25. Complaint in this case was filed by the Department in February, 1917, and decision handed down in April, 1918.

The Rock Island did not maintain through rates from points on its own lines in Kansas and Oklahoma to points on connecting lines east of Kansas City, and the contentions of the complainants were for the establishment of through rates on hay in line with similar rates maintained by other railroads.

THE RETURN OF THE ROADS.

The New England Traffic League on January 16, adopted resolutions opposing the extension of Federal control beyond 21 months after the proclamation of peace, and urging upon their representatives in Congress the enactment of suitable legislation as promptly as practicable.

The Traffic Club of Cleveland has also adopted resolutions favoring the early return of railroads to their owners, and the Merchants' Association of New York has adopted resolutions criticising Government operation and opposing Government ownership or operation of railroads, wires, and other public utilities.

MINIMUM WEIGHTS HEARING POSTPONED.

The hearing before the Western Freight Traffic Committee, on the proposals to increase minimum weights on food products, grain, grain products, etc., to the Food Administration requirements, originally set for Chicago, February 18, later postponed to the 26th, has now been indefinitely postponed.

DINING CAR MEALS.

It is reported that some railroads will reinstate at a carte meals on diners, effective March 1.

MATTERS BEFORE DISTRICT COMMITTEES.

Kansas City Committee.

Docket 560—Emergency. Proposed to establish rate \$2.20 net ton on ice, C. L. from Kansas City to Sioux City in lieu of present rate \$3.40 net ton.

St. Louis Committee.

Docket 445—Proposed to allow transit on grain and flour, in connection with Wabash R. R., at St. Louis and East St. Louis originating at Missouri River and points west to points in Arkansas, Louisiana and Texas, on basis of through rate points of origin to destination. (March 1).

Docket 446—Proposed to establish rate 6c per 100 lbs. on mill cinder and mill scale, C. L., from Kansas City to Joplin. (March 1).

Docket 451—Proposed to establish on petroleum oil and its products from Kansas City to points in Missouri on the A. T. & S. F. Ry. present rates applicable from Sugar Creek. (March 1).

Omaha Committee.

Docket 96—Proposed to establish uniform time limit at points in Western Trunk Line Territory for stopping Live Stock to feed in transit. (Feb. 25).

Docket 110—Proposed to provide same stopping in transit privilege on live poultry from Nebraska points to Missouri River and East thereof as now in effect from Kansas points. (Feb. 25.)

Dallas Committee.

Docket 620—Proposed to readjust rates on lard substitutes from Texas to interstate points by increasing rates in effect June 24, 1918, 25 per cent with maximum increase of 8c per 100 lbs. (Feb. 25.)

Denver Committee.

Docket A-607—Proposed readjustment of rates on fresh meat and packing house products from Denver to Missouri River and points east to bring about proper relationship with rates from southwestern producing points. (Feb. 10.)

SEND TO
SQUIRE ELECTRICAL CO.
FOR
Electrical Repairs for
Everything Electrical

ELECTRICAL REPAIR SERVICE
Denton Engineering and Construction Co.

317-319 E. 17th Street, Kansas City, Mo.

SHOP EQUIPPED TO REPAIR ANY KIND OF ELECTRICAL MACHINERY.

MINISTERS AS COURTESY MEMBERS.

The Board of Directors at their meeting last week took action on a matter that has been under consideration for some time—the extension to the representative ministers of Kansas City of the privileges of the Chamber. Provision for this is made in Section 5, Article I of the By-Laws.

"Membership by courtesy may be extended by the Board of Directors as a token of recognition to male persons or organizations in a Kansas City whose work may be deemed of great social, civic, moral or economic value to the community. Such membership shall confer all the privileges of active members except voting."

Extension of this recognition to the ministers of Kansas City was urged some time ago by the Membership Committee and the House Committee as a feature that would add immeasurably to the effectiveness of The Chamber of Commerce in its work for

Kansas City along other than strictly commercial and industrial lines. There is precedent for such action as some other progressive chambers of commerce are known to have ministers as honorary members.

Adding Kansas City's representative ministers to the membership roll as courtesy members does not abridge their right to hold active membership as at present. But to have a large number of such men added and to whom The Chamber of Commerce's weekly publication and other literature will go, thereby securing their interest in and support of especially the civic program of the Chamber, will be a wonderful asset. This will be one definite step toward making the work of the Chamber more widely and better known and understood.

The proposed privilege will be extended only by the Board's action in each individual case and will be by invitation.

WATCH US GROW

Our business has shown a steady increase for several years.

We have had no war contracts.

Some of our storage stocks of merchandise have been low on account of war conditions; and yet our business has increased as follows:

45% Gain in 1917 over 1916

56% Gain in 1918 over 1917

"THERE'S A REASON."

Merchandise Warehousing and Distributing

C. C. DANIEL, Pres and Treas.
W. A. SAMMIS, Secretary

Branch House for Factories
Space Merchants



FROM YOUR
FACTORY



TO YOUR



WHOLESALE

SOUTHWEST



RETAILER

CUSTOMERS



CONSUMER

The "Service Symbol"

Telephones
MAIN 3002

1316 West 8th Street

Clagett Storage & Transfer Co.

Y. M. D. LUNCHEON

Wednesday, February 26, 1919

Francis I Room, Hotel Baltimore

Twelve-fifteen o'clock

will be made a

JOINT MEETING

of Kansas City's commercial
and civic organizations.

This extraordinary gathering will assemble
to devote one hour to the needs of

Syrian-Armenian Relief

and

Belgian Babies

One Speaker—Dr. E. E. Violette

The President's Round Table and the organizations
they represent will attend.

Chamber of Commerce members, especially
should be there in strong numbers.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 9

KANSAS CITY, TUESDAY, MARCH 4, 1919

Vote on Trust Legislation.

Activities of
Charities Committee.

Workmen's Compensation.

English Language Bill.

Know Your City—Boost it!

NEW MEMBERS:

See announcement of Wednesday
Luncheon on back cover.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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THE CHAMBER OF COMMERCE OF KANSAS CITY

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TAKE IN 886 NEW MEMBERS.

The eight hundred and eighty-six applications for active membership in the Chamber, brought in during the campaign of January 20-25, were passed upon by the Board of Directors February 21, but only after each name had been carefully gone over to insure the maintenance of the Chamber's standard of membership. The full list is now being put into shape for publication in an early issue of The Kansas Citian, as a supplement to the roster that appeared in the issue of January 14.

APPROVE TRADE TRIP PLANS.

The tentative itinerary and plans for a six day trade extension trip to be made May 4 to 10, as so far perfected by the Trade Extension Committee have been approved by the Board of Directors subject to some revision that the members of the Board thought should be made. To these Chairman Harry Frazer of the Committee, who presented the matter to the Board, readily assented, and the changes will be made, shortening some stops, lengthening and adding others that the Itinerary Committee had intended to skip.

The Board had reported to it that the proposed trade trip through Kansas, Texas and Oklahoma will cover 1449 miles and prior to revision included 52 cities and towns, with a total population of 348,444—an average of 6700 per town.

Details of operation, advertising, dining car service, souvenirs, music, etc., were given merely in a rough outline by Chairman Frazer until plans have been further perfected.

The proposed trip was agreed upon by the Trade Extension Committee at a meeting held nearly two months ago when it was declared that the war being over, Kansas City should step right out and that this old, popular and effective way of promoting trade and good-will should be revived for the benefit of the wholesale market of Kansas City. It is believed that the trip will have a salutary effect on the trade territory visited as it will show evidence of faith in the readjustment period and the future.

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Americanization

ONE of the best definitions of the meaning of Americanization yet given is that published in the January issue of the Library Journal. It is as follows:

The use of a common language for the entire nation.

The desire of all peoples in America to unite in a common citizenship under one flag.

The abolition of racial prejudices, barriers, and discriminations, and of immigrant colonies and sections, which keep peoples in America apart.

The maintenance of an American standard of living through the proper use of American foods, care of children, and new world homes.

The discontinuance of discrimination in the housing, care, protection, and treatment of aliens.

The creation of an understanding of and love for America, and of the desire of immigrants to remain in America, to have a home here and to support American institutions and laws.

APPROVE ATLANTIC CITY RESOLUTIONS.

On the recommendation of the National Affairs Committee, the Board of Directors has adopted all of the twenty-seven resolutions passed by the National Chamber of Commerce War Service Committees at the Atlantic City War Emergency and Reconstruction Conference last December, that pertain to general business. Only those having to do with the National Chamber's organization were excluded. These resolutions appear in full in The Kansas Citian of December 17.

The resolutions now offered by the Board cover not only such subjects as were then most timely, like cancellation of war contracts, distribution of surplus Government supplies, removal of restrictions on industry, but all of the then apparent readjustment problems, many of which have since made material development—like protection to pivotal industries, industrial cooperation, industrial relations, re-location of labor, resumption of public work, taxation, inventories, and having to do with the Federal Trade Commission, railroads, means of communi-

Exposition Building

THE need of adequate housing for Kansas City's future expositions has been recognized by the Chamber of Commerce for a long time. But the war intervened. Since the advent of peace the subject has been taken hold of again this time more firmly than ever before.

Instead of having meetings at which to discuss the subject in an informal way a preparation of the whole proposition is now under way. When a meeting is held everything pertaining to every exposition or show ever held in Kansas City or that may be held here will be presented.

Prior to the two shows of last week, the present necessity of suitable quarters for exhibitions of manufactured and agricultural products and equipment was discussed by the Board of Directors. At its meeting this week this will be a special order of business, when such questions as size, type, location, cost, etc., of an exposition building will be discussed.

cation, merchant marine, port facilities, public utilities, water-power, international reconstruction, European commission, markets and education for foreign trade, South American relations, property rights in Mexico, cost accounting, etc.

SINGING AT JEFFERSON CITY.

Here's what the 125 members who are in Jefferson City today are singing through the legislative halls of the state:

I'm From Missouri.

I'm from Missouri, I'm from Missouri,
From that grand old state of mine,
Where the men are all so fine,
I'm from Missouri, I'm from Missouri,
Where the girls are just divine;
It's the home of Governor Gardner—
And Mrs. Gardner, too—
We've come from Kansas City
To see the State House, new!
We have found a joy forever—
And they'll Never! Never!! Never!!!
Beat the Cap-i-tol of Mizzoo!

—W. E. C.

Chamber Votes on Trust Legislation

THE Board of Directors at its meeting February 21 adopted the recommendations of the National Affairs Committee on Referendum No. 26 of the Chamber of Commerce of the United States. This referendum was on the report of the National Chamber's Federal Trade Committee regarding trust legislation, and the ten votes of the local Chamber have been cast as follows:

- I. On the recommendation "that Congress should at once consider the situation of all statutes constituting our anti-trust legislation," an affirmative vote cast.
- II. On the recommendation "that there should be formulated standards of general business conduct to be administered by a supervisory body," the Chamber also voted in the affirmative.

On the third and fourth questions, negative votes were cast for the reasons given:

- III. The recommendation "that an enlarged Federal Trade Commission should be made the supervisory body" was voted on in the negative.
- IV. The recommendation "that the membership of the Federal Trade Commission should be increased from five to nine" was voted on in the negative.

With the ballot was sent the following explanation of the two negative votes on questions three and four, submitted by the National Affairs Committee as part of its report:

"The Chamber of Commerce recommends that, in lieu of Recommendations III and IV, in its judgment the supervisory body to be created should consist of representatives of the public, industry and industrial workers, and to that end recommends that Congress pass an act creating an Industrial Court, the members thereof to hold office for life, one-half of whom should be selected from judges of the Federal Courts of the United States and the other half to be chosen in equal number from heads of industry, industrial workers and the agricultural class. In this way the consumer, the worker, and industry will be equally represented and protected."

"It is not the desire of this Chamber to go on record as criticising the Federal Trade Commission, but it is believed that the Federal Trade Commission is not so constituted as to properly represent the industrial (both capital and labor), commercial and agricultural interests of the United States."

The National Affairs Committee, which passed upon these questions, consists of:

Charles S. Keith, Chairman	C. C. Peters	Fred L. Dickey
Leon Smith	D. J. Haff	George S. Carkener
A. W. Peet	John C. Lester	J. S. Swift
F. J. Moss	W. S. McLucas	L. C. Boyle
		Charles R. Butler

Before accepting the National Affairs Committee's recommendation on the referendum, every member of the Board of Directors had been furnished with and was presumed to have read the referendum in full, with the arguments for and against the recommendations of the National Chamber's Federal Trade Committee.

HEALTH LEGISLATION AND INHERITANCE TAXES.

At a meeting of the Welfare Committee last week the State Board of Health Bill and the Senate and House bills designed to control social diseases were approved by the Committee with the recommendation that the Board of Directors approve the action of the Committee. The Committee also asked the Board to approve the sending of a letter to each member of the Legislature informing him of the facts in the case.

The Committee also endorsed the repeal of the Inheritance Tax as it applies to charitable, religious and eleemosynary institutions.

ADD TO INTER- CITY COMMITTEE.

In order to insure the attendance and attention of a substantial number of Missouri members on the Inter-City Committee of the two Kansas Cities, Chairman F. C. Sharon has added to the five named some time ago Messrs. Walter Jaccard, H. A. Fitch, and R. P. Woods. The other members of the committee are W. T. Kemper, W. L. Eastlake, George B. Longan, and Leon Smith. It is the purpose of this committee to work with a like committee from Kansas City, Kas., in anything of interest to the two cities.

Activities of the Charities Committee

CHECKS for the fourth monthly share of the proceeds of the charity drive last November, in connection with the United War Work Campaign, have been mailed to the twenty-four charities participating. The question of the success of the united budget, so far as they are concerned, cannot be questioned. Following are extracts from a few letters of acknowledgement received during the month of February for the checks mailed February 1:

Thoroughly Approve Plan.

"I feel sure the members of our board think most favorably of the methods taken to raise the fund for the home charities tried in November and will thoroughly approve trying it for the future. Thanking you on behalf of this association for the fund advanced to us each month, and if you will kindly make known our appreciation to the committee, I shall be obliged."

Appreciate Financial Aid.

"On behalf of the Board of Directors we express to you our sincere appreciation for this financial aid."

Free From Financial Worries.

"Our club most heartily approves the united campaign plan. It seems most practical to us to give a definite time and make one big effort to obtain funds and then to give to the work itself our undivided attention and strive to get as much as possible with the money at our command. One of our members is present at each clinic and then we visit among the families in our district. I find that the more of this we do, the more interest there is, and then better results. The personal touch means much to our families, and with our minds so free from financial worries, we are naturally turning more to looking for results."

Charity Chest a Blessing.

"We cannot find words to express our appreciation of this monthly allowance. It relieves us of much anxiety, leaving us free to center our energies on the immediate care of the children. It has also enabled us to renew clothes and shoes that we could not do otherwise. In many ways, and we

may say in every way, it has been a blessing and we are very, very grateful for this financial aid."

Lose Individual Interest.

"My personal opinion of the plan of making one collection for all institutions is that it works very well from the administration and organization end, but it has one drawback, which is, that the institutions themselves are likely to lose the interest of the individuals who formerly made their contributions direct."

Seems to Be Practical.

"The plan of one drive for all the institutions seems to us to be practical and gives release from the financial cares which are too often borne by the institutional workers themselves and leaves them free to accomplish the work for which the organization was formed."

Glad if Plan Permanent.

"If the Charities Committee desires to make this drive a permanent thing, we will indeed be very glad to co-operate fully."

So far all the institutions reporting favor the one drive and feel that it should be broadened to cover not only the charities included at present, but should cover the entire field of solicitations of all character and endorsements. Only one institution reports a deficit after the first three months' expense and that is one which has not had a very broad experience nor a complete set of records.

The Chamber of Commerce was responsible for the inclusion of local charities with the war work campaign.

CHARLES A. OTIS PROBABLE SPEAKER.

An effort is being made to secure Mr. Charles A. Otis of Cleveland as a speaker at the bi-weekly luncheon to be held March 19. Mr. Otis will be remembered by the business men of Kansas City, especially those interested or engaged in war work last year, as the head of the Resources and Conversion Section of the War Industries Board, under

which the 14th Region, with headquarters in Kansas City, was organized and conducted.

Mr. Otis, according to Ex-president F. D. Crabbs, made a talk in Chicago a few days ago on "readjustment" that was a masterpiece and if he can be brought to Kansas City to address the Chamber's members it will be a splendid opportunity to hear a man with a nation-wide reputation on a subject with which he is thoroughly familiar.

KNOW YOUR CITY—BOOST IT.

The following editorial from the Kansas City Post of February 24 must have had a good effect on the mind of the average citizen. It is a good thing once in a while to exercise a little autology and determine what Kansas City's bad features are, as well as its good features. There is nothing treasonable to the community about that, provided a conscientious effort is made toward improvement.

The editorial is commended to every member of The Chamber of Commerce to read very carefully. While some may disagree with the answers, there is food for reflection in what is given.

As We See the Right.

A letter comes from a friend asking us three questions. We have answered them and we herewith print the answers:

1. What are Kansas City's good features?

Hills and broken scenery. A big, wide, sweeping river, capable of beautification. Limestone cliffs, scenic and invaluable as quarries. Majestic oak, elm and hickory forests. All the wild flowers and the flora in general that belong in a well watered temperate region.

An exceptionally advantageous location at the confluence of two great rivers draining a country north, west and south with constantly developing agricultural resources.

Railroads centering here from all parts of the country so that it is almost impossible to pass from one seaboard to another or from the north boundaries to the Gulf of Mexico without passing through Kansas City.

The second greatest livestock market in the world. The greatest hay market in the world. The greatest implement distribution center in the world. The liveliest business men to be found on the American continent. Result: Great buildings and more projected. Parks second to none. Boulevards greater in mileage than in any other city of its size.

A beautiful and attractive place in which to live, with constantly increasing culture and refinement.

The best in the theatrical world on week stands. The best of musical and artistic advantages in the Middle West.

2. What are Kansas City's weak points?

Inability, on account of an antiquated state constitution, to rule its own affairs. The consequent political difficulties characteristic of American municipalities.

Not quite enough tendency to boost and blow its own horn—a common fault with cities when they reach a certain size.

3. What remedial measures would you

ORGANIZE GOOD ROADS ASSOCIATION.

The Markets, Transportation and Good Roads Committee held a luncheon meeting last week to which were invited the good roads committees of each of the civic organizations of the city. At that meeting the Chamber of Commerce took the lead in coordinating all of the good road interests of Kansas City by organizing a Greater Kansas City Good Roads Association.

This association will be made up of representatives of the various civic bodies. A plan will be drafted by which it will be guaranteed the moral and financial aid of all of the organizations represented. The association will be able to meet the promoters of all good roads entering Kansas City and further, assume the responsibility of giving each road organization the support necessary to insure the success of their highway so far as Kansas City territory is concerned.

suggest, if any, to do away with Kansas City's weak points?

A new state constitution, freedom of action within the city in determining its own future.

A press devoted to Kansas City first, last and all the time.

Attention on the part of every citizen to self-government, interest in politics, attendance at the polls, wider membership in all big boosting organizations.

Greater publicity campaigns throughout all the southwest. A great exposition building or plant. Less selfishness on the part of big business and small labor and more home patriotism.

More unity, fellow feeling, recognition of common interest.

A long pull, a strong pull, and a pull together.—The Kansas City Post, February 24, 1919.

The Chamber of Commerce agrees with the Post that a long pull, a strong pull, and a pull all together, and more "Boost for Kansas City" will do a lot of good.

K. C. House and Window Cleaning Co.

Edward E. Carpenter, Manager

Home Main 6246

Bell Grand 691

1308-10 WALNUT STREET

Bell Main 681

Home Main 9130

EDW. W. SIMON CO.

Direct Distributors
"PANAMA"

CARBON PAPERS—INKED RIBBONS

1035 Wyandotte St.

SCHOOLEY

30% Discount on One
Large Lot of Office
Desks and Chairs

Both Phones
Main 510

Department of Industries

FACTORY SITES AND BUILDINGS.

Frequent inquiries are being received by the Industrial Department for available factory buildings, as well as warehouse space and factory sites. Request is therefore made that any person having available factory space, warehouse space or factory sites communicate with the department at once, giving full detail as to location, size and arrangement, whether or not trackage is available, and if possible an approximate price although the latter is not absolutely necessary. The department will be glad to get in touch with the individual owning or representing the property should occasion arise.

It is at times difficult to locate just the type of property that a prospect desires in the limited time that is sometimes available unless the property is listed with the department.

Members with something to offer should get in touch with Industrial Commissioner.

SECOND EDITION OF STATISTICAL FOLDER.

The continued demand for copies for the statistical folder issued by the Industrial Department at the beginning of the year and containing statistical data on Kansas City, makes it necessary for the department to issue a second edition.

A number of local firms have placed orders with the Industrial Department for a considerable quantity to be used as inserts in their mail to clients. The department has arranged to print the firm name on the front page of the folder, so that it may be sent out with their compliments. In this way they are assisting in advertising Kansas City and at the same time their own concern.

The folders are supplied at the rate of \$1.25 per 100, plus \$1.50 for printing name on the front cover for the entire order whatever that may be.

FIGHT FOREIGN LANGUAGE PROPOSITION.

The Chamber of Commerce of Kansas City is opposed to the various bills introduced before the state legislature having for their purpose the prohibiting of the teaching of any foreign language in public, private and parochial schools. Action in the matter was taken by the Board of Directors at the request of the Foreign Trade Committee, which points to the inconsistency of attempting to build up a foreign trade without use of language of various countries.

While the measures are presumably directed against one or two languages, the bills cover all foreign languages and would have the effect of prohibiting Spanish, which is most essential to Mexican and South American trade, as well as French and other languages of international necessity and value.

One of the resolutions adopted by the business men of America at the big Atlantic City War Reconstruction Congress in December dealt exclusively with this subject as follows:

"In the larger opportunities which are to be opened to American business men to play a part in the international commerce of the world the need will be felt for more men who are trained to a knowledge and understanding of the language, the business methods and the habits of thought of foreign lands. Complete success can only come to those who succeed in putting themselves into full accord and sympathy with the peoples with whom they are to deal.

We urge upon our industrialists that they take steps to provide opportunities to young men to obtain an education in the practices of overseas commerce and finance and in the practical use of foreign languages.

We call the attention of the various departments of Government and of educators to the importance of this matter and ask that special efforts be made to supplement the valuable work already done and to open up every facility to the furtherance of a successful prosecution of this educational work."

WANTED—FACTORY BUILDING

The Industrial Department has immediate call for a factory building with 20,000 square feet, preferably on one floor, for light manufacturing, with side-track facilities, heat, water and light. Any member with anything to offer, communicate with the Industrial Commissioner at once.

Members having available factory building, warehouse space or factory sites for sale or lease, are asked to list them with this department.

DEPARTMENT OF INDUSTRIES
E. W. Mentel, Industrial Commissioner

Civics Department

City Legislation

LIST OF RESOLUTIONS FOR PUBLIC WORK Sent to the Board of Public Works for Adoption, February 11, 1919.

Grading.

50th street from Broadway to east line Central. (4 installments.)

Mercier street from 48th to 49th. (4 installments.)

Artificial Stone Curbing.

Bluff street, both sides, from north line 5th to south line St. Louis.

Paving Business Streets. (Sheet Asphalt Pavement.)

Broadway from south line 12th to south line 14th west. RE-PAVED.

15th street from east line Van Brunt to west line Topping. RE-PAVED.

Indiana from south line Howard to north line 31st.

Troost avenue from north line 28th to south line 31st.

Verticalfiber Brick Block Pavement.

18th street from west line Prospect to east line Indiana.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORKS

Sent to The Board of Public Works February 11, 1919.

Asphaltic Concrete Pavement.

Flora avenue from south line 21st street or the Paseo to north line 22d. \$378.

Paving Business Street. (Sheet Asphalt Pavement.)

Broadway from south line 14th, west, to south center line 15th, west. \$379.

15th street from a point 200 feet east of Cleveland south to east line Cypress, south. \$380.

Not Business Streets. (Resurfacing Brick Pavement with Sheet Asphalt.)

Bellevue from south line West Pennway to north line 21st street. \$381.

Washington street from south line 16th to south line 20th. \$382.

Business Streets. (Resurfacing Brick Pavement with Sheet Asphalt.)

Baltimore farm south line Southwest Blvd. to north line 20th. \$383.

Jefferson from south line West Pennway to north line 23d as condemned. \$384.

17th street from east line Main to west line Grand. \$385.

Work to be Done by Kansas City Without Contract. (Repairing and Maintaining Concrete Pavement.)

Alley between 17th and 18th from Olive to Wabash. \$386.

Hearing of property owners, February 23, 1919.

SHALL THE CHAMBER ENDORSE ALL SOLICITATIONS?

The Charities Committee, composed of Mr. Andrew Young, Chairman, Mr. William Volker, Mr. Alfred Benjamin, Mr. William Buchholz and Mrs. Hugh Ward, asks the opinion of the membership on the success of the "one drive for all" plan.

Last October this committee was appointed by President B. A. Parsons to prepare the budget for all charities which desired to participate in the United War Work Campaign, and a budget of \$300,000 was raised for twenty-four organizations. These organizations pledged themselves not to conduct a drive or publicly solicit for funds for a period of one year, the committee agreeing with the charities to provide the budget for maintenance for the year. From expressions of approval received from the different organizations during the month of February, the participants in this plan are well satisfied with the results.

The Committee now wishes to plan for the future. If the membership of the Chamber of Commerce and business interests of Kansas City desire it, a meeting of the Committee will be held early in March to canvass the situation and ascertain, if possible, the wishes of the members on whether the "chest" plan shall be continued and if so, on the same or a broader scale.

Address all letters containing suggestions for this work to H. H. Mathonet, Assistant Secretary Department of Civics. Every member is asked to aid the Committee in determining what the business community wants in this matter.

LIST OF RESOLUTIONS FOR PUBLIC WORK Sent to the Board of Public Works for Adoption February 21, 1919.

Grading.

Alley between Charlotte and Campbell from 25th to 26th.

Artificial Stone Curbing.

27th, both sides, from east line Van Brunt to west center line of Topping.

Artificial Stone Sidewalk.

13th street, both sides, from east center line Liberty to west line Hickory.

Sheet Asphalt Pavement.

27th street from east line Van Brunt to west line Topping.

Paving Business Street. (Brick Block Pavement.)

McGee street Trafficway from south line 24th street or Pershing Road to north center line 30th street.

(Continued on page 155.)

BOOST LOCAL INVENTIONS.

When the Inventions Committee met last week, a program outlining in detail the work to be undertaken by this committee was adopted and will from this time on govern the work of the committee.

In addition, consideration was given nine separate propositions that have recently come to the Industrial Department. In only two cases, however, were the propositions approved and referred to the industrial Committee for further consideration. In some instances suggestions of improvement in design were recommended, while others will be given further consideration by special committees.

The plan under which the committee is operating is given below and shows clearly the purposes of the committee:

1. Encourage local inventors.
2. Investigate local and out of town inventions under the following conditions:
Have all propositions come first before full committee or quorum at a regularly called meeting for discussion, rejection or reference for investigation.
Study drawings and blue prints.
Examine models brought to committee meetings or, when necessary, go to work shop.
Conduct demonstration of working models
Investigation to be along line of mechanical or electrical practicability, etc.
Examination to be made by full committee or sub-committee appointed for that purpose.
Suggest improvements where possible.
Decisions to be reached by full committee.
Confine discussions and recommendations to record of proceedings.
3. Recommend to Industrial Committee that financial assistance be given those found worthy of financial support.

COAL REGULATIONS.

March 1 has been tentatively fixed by the Fuel Administration for removal of the last two regulations now in effect on coal and coke. One of these orders prohibits the shipment of coal for reconsignment and the other provides for coal moving to tidewater.

GOVERNMENT FINANCIAL AGENCIES.

The next liberty loan campaign will begin not later than April 21, the Treasury Department announces. The form and terms of the securities remain to be determined.

WAR MEMORIALS.

The subject of war memorials is one that, thanks to R. A. Long and his associates, is being well discussed in Kansas City. It is a live subject if the number of inquiries coming to The Chamber of Commerce from other cities may be taken as a criterion. It is something with which the National Chamber of Commerce is being bombarded, according to a bulletin just received.

According to the National Chamber, the matter seems to be large in the discussion stage. The Kansas City, Kansas, Chamber of Commerce has appointed a committee to make a report on what form their memorial shall take. The War Council of Providence, R. I., has done the same thing. The Mayor of St. Paul and the municipal and county authorities of Port Huron and St. Claire Counties, Michigan, are initiating action. In the latter place, and also Louisville, Ky., a civic or community center as a proper memorial is receiving comment. The Spokane, Wash., Chamber of Commerce has decided upon an auditorium as a memorial and its committee is laying the basis for this project through newspaper publicity, reprinting of pictures of auditoriums in other cities, etc. A Committee of the Oklahoma City Chamber of Commerce is at work with an Advisory Board of local architects on plans for a building and site. The Mayor of Toledo, Ohio, has submitted a definite plan to organizations interested which proposes that the city issue \$500,000 worth of bonds for the erection of a Liberty Building and furnish a site in the civic center, and that the citizens contribute \$500,000 for the building.

Other commercial organizations which are working on or actively interested in plans for a memorial are: Chambers of Commerce of Des Moines, Ia.; El Dorado, Kans.; Emporia, Kans.; Indianapolis, Ind.; Middletown, N. Y.; Philadelphia, Pa.; Sacramento, Cal.; San Antonio, Tex.; Sandusky, Ohio; South Bend, Ind.; Tonawanda, N. Y.; Trenton, N. J.; Washington, D. C.; Associations of Commerce of Joliet, Ill.; Madison, Wis., and the Commercial Club of Ottumwa, Iowa.

This goes to show how far chambers of commerce are taking action in this important matter.

NEW REVENUE BILL.

Several copies of H. R. No. 12863, the Revenue Bill of 1918, as recently passed by the House and Senate, are on file at The Chamber of Commerce, and are available to anyone wishing to look them over.

EXTEND FILING TIME FOR INCOME TAX RETURNS.

According to advice from Washington, income tax payers will be granted forty-five days from March 15 for filing their complete tax returns, provided they notify collectors in writing that they cannot complete their returns by the original date. With this advice comes the statement that the Internal Revenue Bureau reiterates its former declaration that 25 per cent of the estimated total tax must be paid by March 15.

The extension of the filing date is something for which The Chamber of Commerce has been working and the concession is one that will be appreciated by every concern that would in all likelihood have been embarrassed by the rigid ruling pertaining to March 15.

FOREIGN TRADE ESSENTIAL TO AMERICAN INDUSTRY.

The title of this item will be the theme of the Sixth Convention of the National Foreign Trade Council to be held in Chicago April 24-26.

At this meeting it is the intention of the Foreign Trade Committee of the Chamber and the Board of Directors to have Kansas City well represented. The matter of working up a delegation is in the hands of the Committee. Anyone desiring further information and likely to attend should get in touch with Industrial Commissioner E. W. Mentel.

INFORMAL WAR CONTRACTS.

Legislation to provide relief in cases of contracts in connection with the prosecution of the war, where all contract provisions had not been technically complied with, has now reached its final stage. As the House and Senate passed different bills, conferees appointed by the two Houses of Congress have drafted a bill which they have recommended as the form the law should take. This is known as H. B. No. 13274 and is in accordance with resolutions adopted at the Congress of the War Service Committee of the National Chamber of Commerce held at Atlantic City early in December. At that time the need of immediate and adequate legislation to permit adjustment of bona fide war contracts, which would otherwise be outlawed in large numbers upon technical grounds by a ruling of the Comptroller of the Treasury, was apparent.

The local Chamber has communicated with Missouri Senators in the interest of the passage of this vital measure.

CONTRIBUTE TO FOREIGN TRADE MOVEMENT.

The new Mississippi Valley Association, organized at the New Orleans Foreign Trade Conference held January 13 and 14, has made its first call for funds by asking a limited number of the leading organizations in the Valley for a preliminary amount of \$100 each, wherewith to create a sum necessary to start the big work of the organization. The Local Chamber has made its remittance, which will later apply on its dues.

This is the Association that has for its purpose the establishing of a north and south route for domestic as well as foreign commerce, as against the disposition to consider the country running only east and west. It is the organization that will promote the general interests of the Mississippi Valley, as its name implies.

Mr. John C. Fennelly, Chairman of the Foreign Trade Committee, is one of the eight vice presidents, and Traffic Commissioner R. D. Sangster is the Chairman of the Transportation Committee, considered by some the most important committee in the entire organization.

AT JEFFERSON CITY TODAY.

One hundred and fifty members of the Chamber are spending today at Jefferson City. Their special train was scheduled to leave at 8 o'clock over the Missouri Pacific and will arrive at Jefferson City at 12:20. Luncheon will be had at the executive mansion as guests of Governor and Mrs. Frederick D. Gardner.

In the afternoon a short visit will be made to the joint session of the two legislative houses, followed by a visit of inspection through the new capitol building. For those who want to visit the penitentiary and other places of interest, provision will be made.

The party will leave Jefferson City (special train over Missouri Pacific) at 6 o'clock and arrive at Kansas City at 10:20 tonight.

FOOD ADMINISTRATION.

All remaining special regulations governing dealers in eggs and cold storage warehousemen have been withdrawn, effective February 14. Licenses are still required for dealers in eggs and for cold storage warehousemen and licenses are still subject to the general regulations. The Food Control Act is still in effect.

FIGHT REPEAL OF "DAYLIGHT SAVING."

The Chamber of Commerce has again been put on record in favor of the Daylight Saving Bill that was passed last year whereby during several months in the year the clocks would be changed so as to give everyone an added hour of daylight at the close of the day when it can be used and appreciated. The Bill, as approved by the President, inaugurated daylight saving during seven months of each year, beginning with the last Sunday in March and ending with the last Sunday in October. It had been strongly championed by the National Chamber of Commerce.

When it was learned last week that an attempt was being made to repeal this legislation, without hearings, and through the means of a rider attached to the Agricultural Appropriation Bill, by a committee which does not have jurisdiction regarding such matters, President B. A. Parsons got in touch with each member of the Executive Committee. Their vote being to sustain the action taken more than a year ago, the following telegram was immediately dispatched to Senators James A. Reed and Selden P. Spencer:

"The Chamber of Commerce of Kansas City deplores effort being made through rider to Agricultural Appropriation Bill to repeal daylight saving measure which has proven so popular and effective. Earnestly request your strongest effort to defeat this attempt to do something that if taken up in regular way would not be approved by country. We strongly urge continuance of daylight saving measure."

The situation arose through the Senate Committee on Agriculture having on February 20 added the rider to the Agricultural Appropriation Bill, H. R. No. 15018. No notice had been given that this committee would consider daylight saving, which is a matter under the jurisdiction of the Senate Committee on Interstate Commerce. The Committee on Agriculture afforded no opportunity for hearings.

If, by the time this item appears, the Senate has not voted on the question, every member interested in daylight saving should wire the Missouri senators urging defeat of the rider and protesting against legislative methods of the kind that have been attempted in this connection.

DISSEMINATE READJUSTMENT CONGRESS INFORMATION.

The translation of the Trans-Mississippi Readjustment Congress program into action and fulfillment will measure the success of the big meeting held in Omaha February 18-20. How to do this gave the Congress management serious concern as it was intended that the purposes of the Congress and its results should reach as many business men as possible in the Trans-Mississippi region.

The Chamber of Commerce of the United States has consented to publish a special edition of 'The Nation's Business,' covering the Congress in full, its proceedings, speeches and resolutions. In this way not only will the voice of the National Chamber's leaders reach the people of the West, but in a reverse way the sentiment of the West will reach Congress and the people of the entire country.

The Chamber of Commerce of Kansas City has subscribed to a quantity of this edition and is taking up with other commercial organizations of Kansas City the matter of their doing likewise, such organizations as the Clearing House Association, Real Estate Board, Merchants' Association, Board of Trade, Live Stock Exchange, etc.

An additional feature of the special edition will be an article by Secretary of the Interior Franklin K. Lane on the work of the Trans-Mississippi Congress.

MEMBERSHIP CAMPAIGN NATIONALLY ADVERTISED.

The Chamber of Commerce of the United States has sent from Washington through its Organization Service Bureau to the chambers of commerce of the country, an announcement of the successful five-day membership campaign recently conducted in Kansas City, as a result of which nearly 900 new members were added to the roll. The item goes on to say:

"The campaign was put on by the Chamber through a Membership Committee which included the captains and workers of twenty teams. One of the campaign's best features, it is stated, is the fact that the local men 'sold the Chamber of Commerce as it is, without any suspension of dues, without any reorganization promises, or promises of any kind.'"

"Buying Power of the Farmer"

Every member should hear Mr. Frank B. White of Chicago, on this subject Wednesday noon at the Bi-Weekly Luncheon.
Come and hear him.

Far East Relief and Belgian Babies

THE man who argues that the Armenians were not 'Allies' in the war is overlooking the fact that Armenians fought in every army of the Allies long before America got in." This and other forceful points were driven home by Dr. E. E. Violette at the Young Men's Department luncheon last Wednesday.

The usual luncheon program of the Y. M. D. was entirely dispensed with and the hour devoted to promotion of the campaign for \$200,000 for Armenian and Syrian Relief and Belgian Babies, being conducted by the good women of Kansas City.

Vice President F. C. Marqua presided. Mrs. John R. Leighty, General Chairman of the campaign, and her twenty-four captains were present. Before the luncheon was over Mr. J. W. Perry was introduced and spoke from his experience in the last two Liberty Loan drives of the responsibility of the men to now cooperate with the women in their campaign as loyally as the women had cooperated with the men in the bigger war campaigns.

Dr. Violette was the main speaker. In his characteristic way he brought out strongly the fact that the Armenians and Syrians are innocent sufferers in connection with the world war. He drew a vivid picture of the Hohenzollern family all alive, while the Armenians are dead—a reversal of just what should be. His hearers agreed with him. He deplored the tendency of some to shrug their shoulders and say the war is over when now appealed to on behalf of suffering humanity. He asked how any human person could go on enjoying the comforts of life while the miserable refugees from the land of the Turk are starving and without clothing, adding that America and Kansas City must hear their call and Kansas City must take pride in seeing to it that her quota is met.

The speaker paid the women a splendid compliment for their invaluable and devoted service in all of the earlier campaigns connected in any way with the war and declared without qualification that they could not have succeeded without the women. He urged upon his hearers the necessity of this country doing more than it has done in taking care of the downtrodden people of Armenia, that while it is all right to punish those responsible for the war, a more pressing responsibility is to care for the women and children who are suffering. That the members, and particularly the Y. M. D., must join with the women and pledge their support that the goal will be

reached was his closing word.

Dr. Burris A. Jenkins was called on and declared that his heart is in the matter and has been since the beginning of the campaign, and that he proposes to continue through. He declared it not a difficult thing for Kansas City to meet its quota, that it was just a question of getting down to work and that he is confident it would be done.

Mrs. John R. Leighty expressed appreciation to the Y. M. D. for the opportunity of presenting their case to the business men of the city and launched into her subject of declaring that as long as Turkey has Armenia under its heel the war is not won; that the people of that country are without food and clothing and practically every necessity. In answer to the query as to why the Red Cross is not taking care of them she explained that up to the present time the Red Cross has been contributing \$300,000 a month, but that the Red Cross cannot continue this as its war fund is not for readjustment or rehabilitation, only for relief, hence the organization of the Armenian Relief Committee.

Four kinds of campaign have been conducted in Kansas City in connection with the war. Mrs. Leighty stated, the first for the army directly, the second for the Red Cross, the third for war work in order to sustain a high morale, and now for reconstruction. Unfortunately, she said, the present campaign appeals more to women than to men and the women are finding it difficult to arouse the men to the necessity of meeting their responsibility in the matter. As a matter of fact, she said, the women assumed the campaign out of sympathy with the men who had given so much time from their business, and they have pledged to carry it through but must have the men's assistance.

The women had undertaken the campaign with the confident expectation that the men would cooperate and as a general proposition Mrs. Leighty reported the men courteous, but gave a few instances of rebuffs of a serious nature. She explained that these were invariably from men who declared they were tired of giving, etc. She told of the organization of Women and how hard they are working and called upon each one present to take some of the prospect cards and as good salesmen give the women the benefit of their practical experience, especially in the large office buildings. She concluded with an appeal for the Belgian Babies, explaining that \$25,000 of the fund being raised is for them.

Chairman Marqua clinched the proposition by pledging that those present would take the cards and help.

President B. A. Parsons and Assistant to the President E. M. Clendening called attention to the proposed trip to Jefferson City on March 4 and explained the attractiveness of the opportunity to visit the state capitol as guests of the Governor.

The meeting adjourned with one verse of "America."

Legislative Bureau

PIERRE R. PORTER, Director

Workmen's Compensation Situation

HOUSE Committee has reported favorably House Bill 79, known as the Labor Bill. Although the report contains twenty-six amendments, the drastic features of the bill still remain. Labor, with a "single track" mind, is insisting upon state insurance, overlooking the problem which stands before its eyes, namely the speedy elimination of the Hun (i. e., damage suit evil) which is at present a menace to both the honest workman and his employer. (Students of public affairs may discover a similarity to the problem of the League of Nations.) State insurance is merely a means to an end and not an end in itself, as labor would seem to conceive. When the bill gets to the Senate (if it ever gets that far) organized labor will drop the state insurance feature if it can retain the other drastic features. This is the danger confronting the employer. As employers, they are not concerned with the manner of carrying the insurance except as it may bear upon the question of the overhead expense.

The bill, as amended, provides for a maximum of \$30 per week. This is 33 per cent higher than any other bill in this country, the highest being California, with a maximum of \$20.83. Is it not time to ask why Missouri should be burdened with a maximum 33 per cent higher than any other state?

Again the physician is to be chosen by the employee. In France, the only country in Europe where this condition exists, notorious graft has resulted, and in Massachusetts, which was one of the first states to adopt this movement, the present tendency is to transfer the choice of the physician from the employee to the employer; this is the recommendation of the Massa-

chusetts Commission, recently made to its state legislature.

Is the legislature cognizant of the fact that it is approving of two tendencies which experience has demonstrated are wrong, namely state insurance and the employee being permitted to choose his own physician? Is it also cognizant of the evil which will result from a \$30 maximum, evil being translated into terms of dollars and cents, meaning an added overhead expense, which, by the law of economics, will ultimately be borne by the general public as consumers?

The Utah legislature has just defeated a monopolistic Workmen's Compensation State Insurance Bill.

English Language Bill

The English Language Bill, House Bill No. 120, as engrossed, is entitled:

"An act to require all instruction in the public or other schools of this state supported wholly or in part by public money or under state control, or any private or parochial elementary school, to be in the English language, and to require all text books used in such schools to be printed in said language, and prohibiting the payment of public moneys for the support or maintenance of any school not so conducted, and providing a penalty for the violation hereof."

A misguided conception of patriotism is responsible for this radical legislation. The bill has been favorably reported by the committee of the house and soon will be called on the calendar for passage. Vital opposition has developed not only among those who earn their bread and butter by the teaching of foreign languages but by many who feel that the time to train a child's mind is in the early formative years. No doubt the desideratum is the elimination of foreign propaganda but is not the remedy proposed worse than the disease?

A century ago the German nation was

beginning to develop its national conceit, labeled "Pan-Germanism." There was a strong feeling that foreign languages should be discouraged and that Latin especially, at that time still somewhat alive, should be eliminated from the school curriculum. Schopenhauer, himself a German, bitterly criticised this tendency in these very forcible words:

"Here let me observe, by way of parenthesis, that when patriotism tries to urge its claims in the domain of knowledge, it commits an offense which should not be tolerated. For in those purely human questions which interest men alike, where truth, in-

(Continued on page 156.)

Legislative Bureau Bulletin No. 4.

By PIERRE R. PORTER, Director.

Progress of Legislation.

(Since Bulletin No. 3.)

BILLS WHICH HAVE PASSED THE SENATE.

3. (H. B.) To pay interest on consolidated certificates.
4. (H. B.) To appropriate money for the state capitol bond sinking fund.
5. (H. B.) To appropriate money for the support of the public schools of the state.
6. (S. B.) Relating to time of holding court in the thirty-seventh judicial circuit.

BILLS REPORTED FAVORABLY BY COMMITTEE OF THE HOUSE.

288. To regulate the sale of and defining agricultural planting seeds.
303. Creating Domestic Relations Court.
335. An act prohibiting the manufacture, sale, gift, possession, advertising or transportation of intoxicating liquor or liquors in the state of Missouri.
371. Banks. Limiting liability for non-payment of check through error.
372. (Committee substitute do pass forged or raised check.)
373. Banks. Forwarding check direct to payor.
415. Memorial for soldiers. (With Committee Amendments 1 and 2.)
120. Requiring all instruction in the public schools of this state to be in the English Language. (Amendment extends application of bill to private and parochial schools.) (See separate discussion on page 149.)

HOUSE BILLS REPORTED UNFAVORABLY BY THE COMMITTEE OF THE HOUSE.

104. An act relating to the keeping or storing within, or delivering of intoxicating liquors.
105. Providing for the search of houses and other places wherein intoxicating liquors may be kept for the purpose contrary to law.
121. Providing for the equalization of the salaries of teachers and other employees in the public schools and other public institutions.
220. An act to encourage the use of convicts in the building of public roads and highways.
221. Relating to the levying collection and distribution of road taxes with an emergency clause.
223. An act to require all instruction in elementary schools to be given in the English language, (but note that H. B. 120 on this subject has been approved).
431. Creating a division of the circuit court to be known as the division of domestic relations in all counties in this state having a population of two hundred thousand inhabitants and less than five hundred thousand inhabitants.

SENATE BILLS REPORTED UNFAVORABLY BY THE COMMITTEE OF THE SENATE.

75. An act to authorize the supreme court to prescribe forms and rules and, generally, to regulate the pleading, procedure and practice in civil cases in all courts of record in this state, except county and probate courts.
175. An act to regulate fees to be charged by abstractors.
274. An act to amend Article VIII of Chapter 36 of the Revised Statutes of the state of Missouri, 1909, entitled, "Miscellaneous Offenses," by adding a new section to said article to be known as Section 4728a.

NEW BILLS INTRODUCED IN THE HOUSE.

678. An act for the protection of the public health, regulating the cold storage of articles of food, defining the articles of food to which this act applies. Making pro-

(Continued on page 156.)

FARM EQUIPMENT COMMITTEE.

Instead of having an agricultural implement committee as announced a short time ago, it has been thought well to make the title broad enough to include everything pertaining to farm equipment. That takes in tractors. The name of the committee will from now on be the Farm Equipment Committee and after some revision of the personnel will consist of:

M. J. Healey, Chairman

Edwin Downs	Charles Bantley
R. W. Johnson	G. T. O'Malley
L. T. Yount	Grover Wayland
R. F. Crawford	W. R. Voorhees
Fred H. Turner	E. O. Faeth
W. C. Giberson	J. P. Smith
E. J. Anderson	H. P. Harbison

HELP FOSTER MEXICAN TRADE.

The following resolutions have been forwarded to Washington by order of the Board of Directors, on recommendation of the Foreign Trade Committee. These have for their purpose the lifting of the many restrictions on Mexican trade that are now making it most difficult:

"The Chamber of Commerce of Kansas City believes that the business interests of the citizens of the United States are unjustly suffering from the continuance of the restrictions imposed during the war upon their trade with the people of the Republic of Mexico, and respectfully desire to call the attention of our Government to the following:

1. That the Enemy Trading Act, while a compact between the United States, Great Britain, France and Italy, is generally considered in Mexico as an act of the United States alone, and that this erroneous impression is being taken advantage of by our trade competitors of other countries greatly to the detriment of our business trade with Mexico.
2. That traveling salesmen are sometimes required to wait a month or longer before being able to obtain pass-ports in Mexico.
3. That owing to the continuance of the mail censorship it is almost impossible to send important business letters and obtain a reply in less than a month.
4. That the Enemy Trading Act is causing great resentment among Mexican merchants toward American Trade, and believing that these restrictions imposed during the war are no longer necessary and work a great hardship upon the American manufacturer, we respectfully urge their speedy repeal by our Government."

CITY LEGISLATION.

(Continued from page 148.)

Work to be Done by Kansas City Without Contract. (Repairing and Maintaining Asphalt Pavement 1 Year.

Olive from south line 31st to north line 35th.
Tracy Avenue from south line 13th to north line 15th.

Repairing and Maintaining Concrete Pavement.

Howard street from east line Indiana to west line Cleveland.

Alley between Lydia and Paseo from 13th to 14th.

Alley next North of 27th from 117 feet west of Cleveland to west line Cleveland.

Alley next north 19th street from east line Woodland to south line Alley between 18th and 19th in Barnes Addition.

PLANS AND SPECIFICATIONS

Sent to the Board of Public Works For Adoption February 21st, 1919.

Sewer.

District Sewers in Sewer District No. 516 Division No. 5. 8423.

Hearing of Property Owners March 11th, 1919.

LIST OF RESOLUTIONS FOR PUBLIC WORK

Sent to the Board of Public Works For Adoption February 25th, 1919.

Artificial Stone Curbing.

Ramont Avenue both sides from east line Van Brunt to west center line Oakley.

29th Street both sides from east line Van Brunt to west center line Oakley.

Artificial Stone Sidewalk.

Poplar Avenue east side from south center line 24th to north center line 27th.

Portland Cement Concrete Pavement.

Ramona Avenue from east line Van Brunt to west line Oakley.

29th Street from east line Van Brunt to west line Oakley.

Resurfacing Brick Pavement With Asphaltic Concrete.

Indiana Avenue from south line 10th to north line 12th Street.

Paving Business Street. (Brick Block Pavement.)

Wyoming Street from north line 16th Street to a point 123 feet south of south line of vacated 19th Street, west.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORKS

Sent to the Board of Public Works for Adoption February 25th, 1919.

Sewer.

A Dist. Sewer in Sewer District No. 420. Division 5. 8422.

Sheet Asphalt Pavement.

Norton Avenue from south line Smart to north line Independence Avenue. 8424.

Work To Be Done By Kansas City Without Contract. (Repairing and Maintaining Asphalt Pavement. 1 Year.)

Campbell Street from south line 12th to north line 15th. 8425.

Harrison Street from south line 13th to north line 15th. 8426.

Repairing and Maintaining Concrete Pavement.

73rd Street from east line Holly Street to west line Summit Street. 8427.

Repairing and Maintaining Brick Pavement.

Alley between McGee and Oak from 10th to 11th. 8428.

Hearing of Property Owners March 14th, 1919.

Tri-State Convention Master Dyers and Cleaners, Hotel Baltimore, March 3-5.

Missouri Fish and Game League, three-day convention in Kansas City, second week in April.

Grand Chapter Royal Arch Masons' State Conclave, April 22-24.

Grand Council Royal and Select Masters, in conjunction with Grand Chapter of Royal Arch Masons, April 22nd.

Twenty-Fourth Annual Convention of Fraternity of Operative Millers of America, Coates House, June 2-7.

ENGLISH LANGUAGE BILL.

(Continued from page 153.)

sight, beauty, should be of sole account, what can be more impertinent than to let preference for the nation to which a man's precious self happens to belong, affect the balance of judgment, and thus supply a reason for doing violence to truth and being unjust to the great minds of a foreign country in order to make much of the smaller minds of one's own!"

Kaiser William II encouraged the elimination from the German language of foreign words, particularly French. The result of Schopenhauer's criticism was that he was not allowed to teach in the German universities. The result of the kaiser's efforts to Germanize the intellects of school children has borne fruit in the present war.

These historical examples are cited for the purpose of calling attention to the danger inherent in the tendency to do away with the teaching of foreign languages.

The Chamber of Commerce, acting through its Board of Directors and its Foreign Affairs Committee, has taken a stand against this bill, possibly having in mind that it would interfere with commerce, in that Spanish and French would be discouraged, but there is yet a broader view of this subject. The child of the poor man, as well as the rich, is entitled to be started out in life with a fair chance to learn what he can about the elements of a liberal education and any course of study which tends to enrich the minds of the young should not be declared to be unlawful.

LEGISLATIVE BUREAU BULLETIN NO. 3.

(Continued from page 154.)

visions for the inspection of cold storage warehouses by the state food and drug commissioner and payment of license; for operating same and providing penalties for violation thereof.

- 680. An act to provide for the regulation of traffic in eggs; to provide for the licensing of dealers in eggs; to prevent fraud and misrepresentation in dealing in eggs and to prevent the sale of eggs unfit for human food; and fixing penalties for violations; with an emergency clause.
- 681. An act to make uniform the law of partnerships.
- 682. An act to make uniform the law of transfer of shares of stock in corporations.
- 683. An act to make uniform the law of sales of goods.
- 698. An act providing for the licensing and use of automatic vending machines, defining automatic vending machines, and requiring the state food and drug commissioner to inspect, test and label all such machines.
- 711. **State Board of Health.**
Authorized to take any action that it deems necessary to prevent the spread of contagious diseases.
- 712. **State Board of Health.**
Given power to analyze water furnished and sold to public.
- 719. **Agriculture.**
Authorizes county courts to appropriate funds for County Farm Bureau.
- 725. **Steam Boilers.**
Regulating the construction and use of.
- 727. **Mutual Insurance Companies.**
(Other than life and fire). Regulation for incorporation of.

McCLINTOCK'S RESTAURANT

Why not have your next luncheon
in the
R O M A N R O O M ?

Centrally located. Cafateria or service.

TWELFTH AND WALNUT STREETS

OPPOSE BIG LABOR APPROPRIATION.

The Directors of the Chamber, at a meeting held February 21, went on record in opposition to the proposed appropriation of \$14,000,000 for the United States Employment service. This action was taken on the grounds that the necessity for the service established during the war no longer exists. Word to this effect was gotten to Senators James A. Reed and Selden P. Spencer. It is believed to represent the sentiment of the community.

INCOME TAX RETURNS.

The Bureau of Internal Revenue has distributed to all tax collectors the forms for returning information on incomes of less than \$5,000. They may be had upon application to the latter. The forms for individual incomes of more than \$5,000, other tax return forms, as well as the regulations and instructions, are also available, the Bureau announces.

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Service and Quality
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Hailman Printing Co.
14 East Eighth St.
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EXPORT TRAFFIC.

Direction of the country's export business will be transferred March 1 from the Exports Control Committee to the assistant director, Division of Traffic of the Railroad Administration, in charge of export and import traffic matters. The permit system for exports will be continued until further notice. The Exports Control Committee goes out of existence on the above date at its own suggestion.

TO LEASE

1008-10 WALNUT

18x34, second floor, suitable for merchant tailor; fine show windows.

24x106, fourth floor; modern in every respect; good display or office room.

46x106, fifth floor; fine for office or commercial purposes.

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Advertising—Stereotypers

Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field.

ADVERTISING RATES
on application.

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And Model Purchasing Agent's Office

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Phone **Berkowitz**

ADDRESS SAVER CATALOGUE ENVELOPE COMMERCIAL FOR EXTRA HEAVY MAIL

Berkowitz Envelope Company
KANSAS CITY, MO.

Traffic and Transportation

NEBRASKA CASE SET.

The case of the Chamber of Commerce vs. Director General of Railroads, et al, ICC docket 10390, is set for hearing at 11 a. m., Federal building, Kansas City, before Examiner Pattison.

In this case class rates between Kansas City and Nebraska points and upper Missouri River points, as applicable to traffic moving in carloads thereunder, are attacked, and also class rates as applicable to less carload traffic between Kansas City and upper Missouri River points.

There are many commodities moving in carload lots from Kansas City to this territory at class rates, there being no general line of commodity rates. The increase in class rates resulting from the decision of the Commission in the Nebraska class rate case, decided in 1916, and which become effective October 25 in that year, resulted in increasing transportation costs on such commodities to an unwarranted extent. No corresponding advances were made from Mississippi River points or other territory basing thereon.

The Department of Traffic is seeking an adjustment of rates which will remove the unjust discrimination which now exists against Kansas City in reaching this territory on the traffic involved in the complaint.

TRAFFIC DEPARTMENT SERVICE.

The service of the Department, very likely, will not be all that should be expected for the next ten days or two weeks. In addition to a great press of work on account of cases coming up for hearing, the Department is handicapped for the reason that E. H. Tipton, grain rate clerk, is detained at home because his entire family is down with influenza and pneumonia, and H. W. McKee, general rate clerk, is soon to leave to accept another position. Until Mr. Tipton can return to work, and Mr. McKee's successor has broken in, there will, no doubt, be delays in rate quotations.

The Nebraska rate case is set for hearing March 18; the Reconsigning Case involving grain and hay, is set for oral argument March 11; the Memphis-Southwestern Investigation is set for hearing April 1; within the next few days the Department must prepare and file exceptions in the Kansas Scrap Iron Case. All this means a vast amount of work to be done with curtailed facilities, and the consideration of the members who are depending upon the Department for information and assistance, is respectfully requested.

GRAIN CLAIMS ORDER REVISED.

The Department of Traffic has received information that the Railroad Administration's general order 57, relating to handling of grain claims, cooperating of cars for grain handling, etc., has been revised, and was signed in revised form by Director General Hines, February 26. It is stated that as modified it meets all objections and will be satisfactory to shippers.

This order has been the cause of much complaint by the grain trade, as its terms and provisions plainly over-stepped legal bounds. Many protests were filed at Washington, and Transportation Commissioner Sangster spent several days in conference with the Administration officials at Washington early this month.

CONCEALED LOSS AND DAMAGE.

In General Order 41, the Director-General of Railroads instructed all carriers to be governed by their legal liability in the settlement of loss and damage claims. Shippers, however, find it almost impossible to obtain settlement of claims involving concealed loss or damage, the carriers claiming that the clear receipt absolves them.

The clear receipt, however, may be overcome by affidavits of the draymen at point of origin and at destination to the effect that the shipment was not pilfered or damaged while in their possession.

The railroad must be notified within 48 hours after delivery of freight and be given opportunity to inspect concealed loss or damage shipments. In such instances carrier's representative who makes inspection should make necessary notation on freight bill as will enable claimant to properly support claim. A claim was recently submitted to the Department where the receiver of the freight failed to notify the railroad and give them opportunity to inspect, which may result in the carrier declining the claim.

It is a good plan to insert a printed circular in every shipment advising consignee that in case of concealed loss or damage to immediately notify the railroad and give them a chance to inspect.

SEND TO
SQUIRE ELECTRICAL CO.
FOR
**Electrical Repairs for
Everything Electrical**

ELECTRIC REPAIR SERVICE
DENTON ENGINEERING AND CONSTRUCTION CO.
317-319 E. 17th Street, Kansas City, Mo.
A Shop Equipped to Repair Any Kind of Electrical Machinery.

SPERRY LEAVES M., K. & T.

H. B. Sperry, division freight agent of the M., K. & T. and Frisco lines since the consolidation of the commercial offices here, and previously for about five years assistant general freight agent of the M., K. & T., left railroad service on March 1, to become associated with J. C. Nichols in the real estate business. Mr. Sperry has many friends in the railroad world and has been an active member of the Kansas City Traffic Club.

MATTERS BEFORE FREIGHT TRAFFIC COMMITTEES.**Portland Committee.**

Docket 445. Proposed to enforce routing instructions on Straw Matting and Rugs (import), stored in transit, or provide that shipments arriving via different routes may be consolidated at transit points. (Feb. 3.)

San Francisco Committee.

Docket 1033. Proposed to readjust all Transcontinental East and Westbound Commodity Rates on shipments made in tank cars to basis of 6½c per 100 pounds higher than the rate in effect on same commodity when shipped in packages. (March 4.)

RATE ADVANCES.

The Railroad Administration has issued instructions to Freight Traffic Committees, that they are not to consider propositions contemplating general advances in rates or general readjustments of rates, rules or regulations until authority to do so is granted by the Administration. Freight traffic committees in the East and South are instructed to give publicity to shippers on matters before them. This is already being done by the committees in the West.

ECONOMY UNDER GOVERNMENT OPERATION.

The report of the Southern Regional Director for 1918 shows that he consolidated seventy-five ticket offices into twenty-three offices at an increased (not decreased) expense of \$2,500. Including depot ticket offices, the expense for 1918, under Government operation, was a little over \$130,000 more than in 1917. Nuf sed?—(Traffic World.)

Notify the General Secretary in writing of any change in mail address.

COME GROW WITH US

Our business has shown a steady increase for several years.

We have had no war contracts.

Some of our storage stocks of merchandise have been low on account of war conditions; and yet our business has increased as follows:

45% Gain in 1917 over 1916

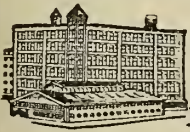
56% Gain in 1918 over 1917

"THERE'S A REASON."

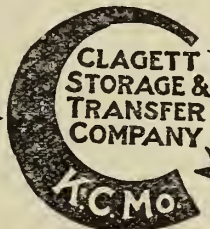
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Clagett Storage & Transfer Co.

"Buying Power of the Farmer"

will be the subject dealt with
at the

Bi-Weekly Luncheon

Wednesday, March 5—12:15 o'clock

Francis I Room, Hotel Baltimore,



Speaker

Mr. FRANK B. WHITE, of Chicago

Managing Director, Agricultural Publishers' Association.

Mr. White was one of the men at the big Reconstruction Conference at Atlantic City, in December, who helped chart the new course of business after the war.

While Mr. White's subject is agricultural his message is one for every business man of Kansas City.

Regular table d'hote luncheon, 75c.

MAR 14 1919

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF

KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 10

KANSAS CITY, TUESDAY, MARCH 11, 1919

List of New Members.

Legislative Calendar.

Delegates to National Chamber
Meeting.

National Income Tax.

Visiting Kansas City's Industries.

Kansas City Day at Jefferson City.

Farmer and City Man.

IMPORTANT.

Announcement of the election
of officers of the Y. M. D. will be
made at the Wednesday Luncheon,
Hotel Baltimore.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE.....50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

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First Vice-President.....CLIFF C. JONES
Second Vice-President.....S. B. ROBERTSON
Third Vice-President.....C. W. LONSDALE
Fourth Vice-President.....H. J. WATERS
Fifth Vice-President.....JAMES KETNER
Sixth Vice-President.....F. C. MARQUA
Treasurer.....W. S. McLUCAS
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Ass't to the President.....E. M. CLENDENING
Industrial Commissioner.....E. W. MENTEL
Transportation Commissioner.....R. D. SANGSTER
Civic Secretary.....WALTER MATSCHECK
Agricultural Commissioner.....O. K. QUIVEY
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and Retail.....LOUIS W. BUCKLEY

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CLIFF C. JONES JOHN M. TOWNLEY
JAMES KETNER H. J. WATERS
FRED M. LEE A. C. WISER
FRANK WITHERSPOON, Jr.

WAR DEPARTMENT SUPPLIES.

The Industrial Department has on file revised copy of "specifications and conditions for subsistence supplies" for the United States Army. This will be available to anyone interested.

There is also on file specifications for export boxes for canned goods for the Subsistence Division.

INHERITANCE TAX

CHARITABLE INSTITUTIONS.

On recommendation of the Charities Committee and the Committee on Public Welfare of the Department of Civics, the Board of Directors has sent a letter to each member of the Legislature asking that House Bill No. 83 and Senate Bill No. 366 be passed. The importance of these bills to the charitable, religious and educational institutions of the state would be hard to estimate. A statewide organization has been formed under the leadership of the Charities Bureau of the St. Louis Chamber of Commerce to secure their passage.

Under a law passed in 1917 a tax was placed on bequests to cities, towns, hospital, charitable, religious and educational organizations. Under the law any bequest made to any of the institutions named or any transfer made within two years prior to the death of the grantor is subject to the tax. Under this provision no organization receiving donations knows just where it stands because it cannot tell whether or not the grantor may die within two years. It is argued further that it is against public policy and contrary to general practice to place inheritance taxes on charitable, religious and educational institutions. Every charitable organization and every citizen interested in any such organization, society, or institution, should write their representatives in the Legislature.

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BOARD APPOINTS**READJUSTMENT COMMITTEE.**

Five members of the Board of Directors have been chosen by President B. A. Parsons to act as a "clearing" committee on all of the subjects that are now considered vital in connection with the readjustment period. The Committee will be known as the Readjustment Committee of the Board of Directors and is expected to meet not less frequently than once a week in order to deal promptly with the matters that have already come to the Chamber of Commerce and are coming right along.

This committee consists of Messrs. E. R. Sweeney, Chairman, F. J. Bannister, S. B. Robertson, Bruce Forrester and Dr. H. J. Waters.

When the appointment of such a committee was under consideration several weeks ago, it was determined by the Board of Directors that its first activity should be in connection with the reemployment of returning soldiers, it being the Board's judgment that an employment bureau should be established by Chamber for the giving of this service. This is but one of the problems that the directors think needs immediate attention. The resolutions adopted at the Trans-Mississippi Readjustment Congress in Omaha last month were indicative of the eighteen or twenty propositions considered of vital interest to this section of the country. Of these the labor problem—the bringing together of the employer and employee in new relations is considered the most important.

Matters for the consideration of the Readjustment Committee should be addressed to the General Secretary.

COMMITTEE ADDITIONS.

At the request of Chairman J. S. Adsit of the Markets, Transportation and Good Roads Committee, the Board of Directors at its meeting last week approved of the addition to that committee of the following

George D. Hurley	E. R. Chesney
H. C. Balsiger	J. Leo Ryan
S. C. Blackburn	Frederick Johnson

At the request of Harry S. Frazer, Chairman of the Trade Extension Committee, Messrs. Royal Fillmore and Virgil Ferguson have been added to that committee, and at the request of W. A. Csgood, Chairman of the Entertainment Committee, there have been added to that committee Messrs. J. Frank Hudson and Stanley Kelly.

**WILL APPOINT DELEGATES
TO NATIONAL CHAMBER.**

While the dates of the 'Seventh Annual Meeting of the Chamber of Commerce of the United States are April 28-May 1, two months off, the importance of this meeting is such that Kansas City delegates are being selected now. Word comes from St. Louis that already the hotel situation is serious and reservation of twenty rooms has been asked for Kansas Citians who are likely to attend.

General Secretary J. M. Guild has been directed by the Board of Directors to canvass the eighty local associate and individual members of the National Chamber to ascertain those who are likely to take advantage of this unusual opportunity to attend a National Chamber meeting at a time when it is likely to exceed in interest and importance even the Atlantic City War Emergency and Reconstruction Conference of last December. Another advantage to Kansas City is its proximity to the meeting place.

The local Chamber is entitled to only ten delegates and these will be very carefully chosen to insure good representation. In addition, an equal number of substitutes will be named, but as many others as care to attend will have all of the privileges of a delegate except that of voting. Every session is open and any one with credentials from the local organization will be admitted to the meetings and may enjoy all of speeches and the proceedings generally.

WILL HEAR**FRENCH ARMY BAND.**

The Board of Directors has pledged Mr. Ernest L. Briggs, advance representative of the French Army Band now touring the United States, such co-operation as lies within the power of The Chamber of Commerce to give to a big concert in Conventional Hall, possibly the evening of March 31.

The French Army Band is made up of French soldiers, everyone of whom was wounded or decorated in the late war. The Band came to this country to play for the Fourth Liberty Loan and raised \$75,000,000 for the loan at their first concerts. It is now touring the country by invitation of Secretary of War Baker for the benefit of the Foyer du Soldat, or 'French Soldiers' Home War Relief. The tour is under the direct auspices of the French High Commission.

This advance announcement will be gratifying to Kansas Citians.

PROTEST PROVISIONS OF REVENUE BILL.

On behalf of the retail interests of Kansas City and the surrounding territory, the Board of Directors of the Chamber at its meeting last week strongly endorsed the request of the retailers that section 904 of the new Revenue Bill and other similar sections relating to so-called luxuries be modified. That these provisions are unjust and vicious class legislation were claimed by the retail people, in addition to being impractical of administration and highly excessive as to cost of collection. They declared further that they would impose a heavy burden upon retailers in connection with the details of accounting.

A telegram to this effect was immediately prepared and forwarded to each of the Missouri and Kansas Senators urging the adoption of a joint resolution to eliminate these objectionable sections. Congress however had this resolution on its docket when it adjourned on March 4.

WITHHOLD ACTION ON EXTRA SESSION.

Some time ago the Directors were importuned to consider and urge an extra session of Congress to deal with the transportation question. The matter has been under advisement and has been the subject of correspondence particularly with the Chamber of Commerce of the United States. Whether or not a report on the subject will be made by the National Chamber's Railroad Committee before the annual meeting to be held in St. Louis, the latter part of April, it may be looked for then. In view of the factors in the situation it was considered inadvisable for the local Chamber to take action.

POSTPONE AERIAL MAIL SERVICE.

According to information received by the Industrial Department from the Division of Aerial Mail Service at Washington, extension of the aerial mail service west of Chicago to Kansas City may be delayed, due to the limited appropriation available for the extension of this service.

The Postoffice Department has assured the Industrial Department however that when sufficient funds are appropriated to enable that department to carry out its plans of extension, they will communicate with the Chamber with the view of including Kansas City as one of the terminals.

BOARD ADOPTS READJUSTMENT RESOLUTIONS.

As a practical expression of the sentiment of the business men of Kansas City, the Board of Directors at its meeting last week endorsed in full the nineteen resolutions, formulated at the Trans-Mississippi Readjustment Congress in Omaha as the expression of the business men of the West on the vital questions of the day.

These resolutions were published in The Kansas Citian of February 25 and pertain to such vital subjects as the re-employment of soldiers, resumption of industry, stimulation of good roads, adjustment of labor problems, disposition of railroads, waterways and foreign trade promotion, Federal regulation of business, price readjustment, protection of pivotal industries, development of agriculture, water power, protection to investors and deal also with freight rate differentials, public utilities, Americanization, Federal budget system, the League of Nations, and the enforcement of law and order.

These resolutions are now being considered by the Readjustment Committee just named by the Board of Directors to "clear" for the Board and recommend action on all questions pertaining to the readjustment era.

NATIONAL OIL CONGRESS.

The American Petroleum League convenes in Chicago March 25-28. This National petroleum congress is composed of producers, jobbers and refiners of oil. Messrs. J. W. Wright, Herbert A. Sloan and others, of Kansas City, together with the Manager of Convention Department of The Chamber of Commerce, will attend this meeting. An effort will be made to have this Congress held in Kansas City in the Fall.

CHARITIES FUND.

Not so many responses to the request in the last Kansas Citian for expressions as to the success of the single charities drive have been received as are desired. This is a question of importance to every member of the Chamber who gives money to any charity in Kansas City. Every member is asked to send in his opinion.

Has the Charities "Chest" eliminated the large part of solicitations? Has it been successful from the business man's point of view? If not, why not and how can it be made more successful? Are the charities better off? What more can be done? Should all charitable institutions and partially charitable institutions be included? What institution not now included should be added. Shall there be another drive for a combined charities fund? Suggestions are sought. Send them in.

PERMANENT CONVENTION CITY.

So successful were the sessions of the National Conference of the State Leaders of Boys' and Girls' Clubs, held at the Coates House February 28-March 3, that an extra session, covering Tuesday, March 3, was put on by Mr. O. H. Benson, the Director.

This gathering of young men and young women from thirty-three states, in executive conferences with Mr. Benson, Dr. A. T. True, and others, of Washington, D. C., was important from an agricultural standpoint, but also greatly beneficial in the matter of widespread publicity to Kansas City.

Previous National Conferences have been held in many other large cities, including New York, Chicago, St. Louis, Philadelphia, Denver and Atlantic City, but Mr. Benson stated that better results, a larger attendance and a more hospitable reception were the results of the Kansas City conference.

At a conference between the Manager of the Convention Bureau and Mr. Benson, Mr. Farrell, etc., these declared that if possible to so arrange it, they would make Kansas City the permanent meeting place.

N. E. A. CONVENTION.

More education and education for more people was the keynote of the National Education Association convention held last week in Chicago. More than five thousand educators and people interested in educational effort as shown by the information gathered during the war. To that end there was advocated particularly the passage of the bill through Congress which would provide a Department of Education on the same basis as the Department of Labor, Agriculture and other departments, and which would appropriate one hundred million dollars for the purpose of equalizing education and removing illiteracy in the United States.

The demand for a more efficient democracy and for a country of Americans has put on education a greater burden than it has ever had. Hence the need of more education and better education, a greater equality of educational opportunities, higher standards for schools and teachers, a greater conception on the part of educators themselves as to what education is for. The hope of the development of the democratic ideas of the country rests on its educational forces. The Chamber of Commerce of Kansas City is one of the few organizations of its kind in the country which recognized the importance of this matter to the extent of having a representative at the convention.

DISCUSS TRADE WITH FRANCE.

Lieut. Maurice Boyer, in charge of economic studies of the French High Commission, Washington, was the guest of the Foreign Trade Committee at an informal luncheon March 4.

Lieut. Boyer spoke of the needs of devastated France in the reconstruction period, explaining that the morale of the French people is excellent because of the conditions under which the war ended; that with the wholehearted support of her Allies she is in a better position to rebuild her ravaged country than after the war of 1871, but that it would require vast quantities of supplies of all kinds and an army of skilled workmen.

The Lieutenant presented the following facts: Twenty-eight thousand factories destroyed, much of the machinery being taken to Germany, damage done to factories and machinery estimated at \$4,000,000,000; the French Ministry of Industry is now making an extensive survey of the chief needs of the country; the Agricultural Reconstruction Department is endeavoring to induce farmers to form associations to purchase implements, the better to aid those not financially able to own them individually; a plan is being worked out to have all farm implements standardized; supplies in all lines will readily find markets in France; however, the principal requirements at the present time are agricultural implements, machinery, structural steel, lumber, food-stuffs and wearing apparel.

Members interested in trading with France should communicate with the French High Commission, Washington, D. C.

RECOGNIZE MAYOR'S COMMITTEE OF HUNDRED.

From now on, by direction of the Board of Directors, all propositions coming to the Chamber having to do in any way with the reception and entertainment of returning soldiers, or memorial services in connection with those who did not come back, will be referred to the Committee of One Hundred appointed by Mayor James Cowgill. This action was taken by the Board at its meeting last week in view of several propositions presented at that time and in order to avoid duplication of solicitations for and promotion of different public functions.

The earlier action of the Board in determining to have official representatives of the Chamber of Commerce on the Mayor's Committee was rescinded as it is now recognized that this committee will represent all of Kansas City without special delegates from any organization.

1919 Harvest of New Members

IT IS only a few years since the Chamber of Commerce, or its predecessor, The Commercial Club, had 874 members. Now the organization has reached such proportions in the community, numerically, and in its range of activities, that 892 members can be added in five days' intensive campaigning. This is a splendid testimonial to the present day organization and its administration. It is something of which its officers and directors are justly proud, as it is evidence of confidence and of support to the policy of today and the program of tomorrow.

To best assimilate this great addition of man-power, cards have been sent to each of the new members asking for his registration on the various activities now being conducted by the Chamber so that it may be known in what he is most interested. Ultimately this will have a bearing on his selection for committee work and with a possibility that some will be called upon now to fill vacancies or to strengthen some committees that need additional members.

The best way to assimilate these men is to make them feel welcome and at home in Chamber circles. They are attending the weekly luncheons and many of them the daily luncheons, with the expectation of becoming acquainted with old members, the men who have done so much through the Chamber of Commerce to make Kansas City what it is today. There is given herewith a partial list of the new members, the men who have come in with new vigor and new thought to vitalize an already well organized and established body. Every member should make it a point to extend to these men, in whatever way may be possible, a welcome into the ranks of the public-spirited men of Kansas City who are doing all within their power to make Kansas City a better place in which to live and do business.

The next issue will carry the names of as many more of the recent recruits.

A

Abernathy Furniture Co. (4 additional)
1515 West 9th Street.

Acme Second-Hand Pipe & Supply Co. (Firm)
1515 Walnut Street.

Aikin, Dr. George E., Dentist
518 Commerce Building.

Alfalfa Creamery Co. (Firm)
24th and Broadway.

Alford, Freeman
North American Life Ins Co., 619 Rialto Bldg.

Allen, Homer P., Wholesale Lumber
302 Bryant Building.

Allen Mortgage Co., J. R. (Firm)
307 Fidelity Trust Building.

Allen, R. C.
Burroughs School, Del-Main Bldg., 9th and Main.

Allen, Dr. H. W., Dentist
515 Commerce Building.

Alley, H. J.
Bankers' Accident Ins. Co., 518 Reserve Bank Building.

American Butter Co. (Firm)
540 Walnut Street.

American Salt & Coal Co. (Firm)
1309 Waldheim Building.

American Sugar Cone Mfg. Co. (Firm)
2514-16 Summit Street.

Anderson, E. E.
Anderson-Jobe Hardware Co., Traders Bldg.

Anderson, Jesse F., Attorney
207 Rialto Building.

Anderton, George B.
Anderton Stamp & Supply Co., 418 Hall Bldg.

Apple, S. B., Teacher, Northeast High School
120 North Chelsea Avenue.

Arnette, T. T.
Inez Hotel, 9th and Troost.

Aultman & Taylor Machinery Co. (Firm)
10th and Mulberry Street.

Avery Co. (Firm), Farm Machinery
1000-1002 Santa Fe.

Arnold, C. F.
Auto Springs Mfg. Co. (Firm)
20th and McGee.

C. F. Arnold & Co., 754 Live Stock Exchange.

B

Becker, J. P., Attorney
Integrity Mutual Casualty Co., 515 Grand Avenue Temple.

Bagley, Arthur T.
Department of Justice, 310 Federal Bldg.

Bailey, E. W.
Center Oil & Gas Co., 709-10 Republic Bldg.

Baird, Leslie E., Real Estate and Insurance
801-805 Sharp Building.

Baker & Lockwood Mfg. Co. (4 additional)
617 Wyandotte Street.

Baker, Robert
Frank Adams Elec. Co., 506 Victor Bldg.

Baker, Sam F. Motor Co. (Firm)
3358 Main Street.

Bales, Howard G., Insurance Adjuster
511 American Bank Building.

Bankers Ink Company (Firm)
604-606 Wyandotte Street.

Barnett, Raymond G., Lawyer
1118 Scarritt Building.

Barrett Company (Firm)
1st and Campbell.

Basile, Joseph V.
A. Basile & Co., 613-15 Independence Ave.

Beach, Kay H., Broker
202 Elmhurst Building.

Bean, D. A., Livery
1129 Grand Avenue.

Beil, Dr. J. W., Specialist
311-16 Argyle Building.

Bell, Clayton, Broker
618 Rialto Building.

Bengert, Ray, Mfg. Jeweler
2439 Myrtle Avenue.

Berkowitz Envelope Co. (1 additional)
19th and Campbell.

Berkeley, Dr. L. Wilson, Dentist
730 Reserve Bank Building.

Best & Russell (2 additional)
1008 Broadway.

Biles, J. E., Shoes for Men (Firm)
901-903 Grand Avenue.

Biorck, Konrad, Masseur
215-16 Hall Building.

Blackmar & Bundschu (Personal increased to Firm)
904 Commerce Building.

Blakesley, Dr. B., Specialist
638 Lathrop Building.

Bliss Construction Co., Geo. M. (Firm)
1206 Commerce Building.

Boorman, Dr. J. A., Physician
638 Lathrop Building.

1919 Harvest of New Members—Continued.

- Bodinson, O.
P. Lorillard Co., 526 Nelson Building.
- Bonney, F. E.
J. H. Day & Co., A. & B. Am. Bank Bldg.
- Bonnifield, A. D.
Union Central Life Ins. Co., 407 Sharp Bldg.
- Boss Mfg. Co. (Firm)
701 Broadway.
- Bottom, T. L.
T. C. Bottom Produce Co., 317 Produce Exch.
- Bowden, Henry G., Salvation Army
2723 Grove Street.
- Boyd-Hall Material Co. (Firm)
504-505 New Nelson Building.
- Bracken, J. B.
Ware & Leland, 403 Board of Trade Bldg.
- Brady, J. Frank
K. C. Typesetting Co., 206 Graphic Arts Bldg.
- Bragg, Dr. Edgar H., Dentist
713 Lathrop Building.
- Bratton, Charles T.
Central Business Men's Assn., 600 Shukert Building.
- Breitag, Otto W., General Contractor
3703 West Prospect.
- Brierley, J. H., Hardware Store
7203 East 15th Street.
- Brite-Mawrin Wholesale Grocery (Firm)
324-328 West 6th Street.
- Brooks, Clark W.
Brooks Coal Ice & Transfer Co., 5405 St. John Avenue.
- Brooks, Fred S., Grain, Coal, Feed
6704 Independence Road.
- Brown, Claude F.
Brown Bros. Grocery Co., 3402 Main Street.
- Brown, C. H.
Plains Oil Co., 2820 Gillham Road.
- Brown, H. L.
H. L. Brown Auto Co., 1316 East 15th Street.
- Brown, John A.
P. Lorillard Co., 526 New Nelson Building.
- Brown, M. P.
City Creamery Co., 5 and 7 West 20th Street.
- Brown, R. W., Broker
610-611 Lathrop Building.
- Brown, T. J., Fur Co. (Firm)
301 Delaware.
- Brown, W. Forrest, Assessor and Collector
City Hall.
- Bruce & Co., E. B. (Personal increased to Firm)
723-725 Live Stock Exchange.
- Bruce, Frank D.
Bruce Bros. Grain Co., 322 Glover Bldg.
- Brunner, A. C.
Brunswick Hotel, 11th and Broadway.
- Bryan-Marsh Division, Incandescent Lamps
502 Broadway.
- Buchanan, W. R., Collections
812-16 New York Life Building.
- Bullock, Dr. E. H., Health Director
3225 East 29th Street.
- Burkholder, G. G., Electric Co. (Firm)
1910 Grand Avenue.
- Burkey, C. H., Picture Show
1715 Summit.
- Burriss, Clyde S.
Office Coat & Sleeve Supply, 1720 East 15th.
- Brostrom, Ernest O., Architect
212 Reliance Building.
- Busche, Walter P., Fords
3519 Brooklyn.
- Buscher, C. A.
C. A. Buscher & Co., 2117 East 15th St.
- Business Men's Accident Assn. (1 additional)
500 Gumbel Building.
- Butler Mfg. Co. (2 additional)
1324-26 Grand Avenue.
- Cady & Olmsted Jewelry Co. (1 additional)
1009 Walnut Street.
- Cammack, I. I., Supt. of Schools
Library Building.
- Campbell, E. W.
Auto Electric Service and Sales Co., 1408 McGee.
- Campbell, M. L.
The M. L. Campbell Co., 623 New Nelson Bldg
- Campbell, Dr. Watson
733 Lathrop Building.
- Cane, T. J., Florist
600 Linwood Boulevard
- Carl, Dr. S. T., Physician
512 Commerce Building.
- Carpenter, George W.
Art Novelty Co., 19th and Campbell.
- Carr-Heckert Fish & Oyster Co. (Firm)
1658 Washington Street.
- Carter, Charles L.
Byram & Carter, 401 Commerce Building.
- Carter, Seymour
Mo. River Alfalfa Milling Co., 1418 W. 9th St.
- Cash Hotel Supply Co. (Firm)
513 Walnut.
- Cassell, Robert T.
Ferry-Hanley Adv. Co., 1120 Walnut Street.
- Cathcart, Robert J., Plumbing and Heating
919 Broadway.
- Cave, John S., Mutual Life Insurance Co.
809 Sharp Building.
- Central Paper Box Co. (Personal increased to Firm)
927 West 8th Street.
- Central Securities Co. of Mo. (Firm)
402-3-4 Waldheim Building.
- Chalmers Tobacco Co., David (2 additional)
724 Main Street.
- Chase, S. C., Real Estate
15 East 9th Street.
- Chesapeake & Gulf Fisheries Co. (Firm)
1317-1319 Cherry Street.
- Chicago Lumber Co. of Washington (3)
611 R. A. Long Building.
- Chick, Henry, Jr., General Insurance
317 Bryant Building.
- Clark, E. H.
Crescent Electric Co., 809 Delaware.
- Christopher & Simpson Iron Works Co. (Firm)
218 Dwight Building.
- Clark, Elon S.
Mutual Life Ins. of N. Y., 809 Sharp Bldg.
- Clear, E. G.
Arrow Baggage & Transfer Co., 915 Cherry.
- Clemons Produce Co., C. C. (2 additional)
128 Grand Avenue.
- Clester, W. I.
Clester Motor Co., 46th and Troost.
- Clinton, J. F.
Clinton Transfer Co., 502-4 West 6th.
- Clinton Construction Co. (Firm)
309 Massachusetts Building.
- Coal Credit & Correct Weight Bureau (Firm)
302 New York Life Building.
- Cockrill, C. B.
Cockrill Farm Loans Co., 215 Reliance Bldg.
- Coen, Gerald Irving
Tobacco Products Corp., 920 Main Street.
- Cogswell, Dr. W. W., Dentist
503 Sharp Building.
- Comstock, H. P.
Economy Lamp Co., 500 Delaware Street.
- Conwell, Paul S., Lawyer
705 Commerce Building.
- Connell, R. T., Plumbing & Heating
511 East 9th Street.
- Cook Paint Co., C. R. (4 additional)
2107 Broadway.
- Cooley, Grover W.
Broadmour Cleaners, 3442 Broadway.
- Cooley, Charles Edwin, Lawyer
918 Scarritt Building.
- Cooper, Dr. Calvin L.
713 Lathrop Building.
- Cooper, Guy, Engines, Auto Bodies
Firestone Building.
- Corrigan Tire Co. (Personal increased to Firm)
2200 McGee.
- Cowell, J. H., Advertising Products
317 Bryant Building.
- Cowie Elec. Co., E. S. (Personal increased to Firm)
1816 McGee Street.
- Crago Machine Works (Personal changed to Firm)
1416-18 Walnut Street.
- Cramer, Clarke A., Books and Stationery
1321 Grand Avenue.
- Cramer, Sam H.

(To be continued next week.)

Legislative Bureau Bulletin No. 5.

By PIERRE R. PORTER, Director.

Progress of Legislation.

(Since Bulletin No. 4.)

BILLS REPORTED FAVORABLY BY COMMITTEE OF THE HOUSE.

- 577. Corporations. Dissolution by affidavit. Whenever, by unanimous vote of all the share holders, a resolution shall be adopted favoring the dissolution of said corporation, after the payment of all debts, claims or bills, then said corporation may be dissolved by filing an affidavit of dissolution with the secretary of state.
- 587. An act requiring domestic corporations and foreign corporations doing business in this state to pay an annual fraction tax; repealing an act approved April 10, laws 1917, page 237.
- 616. An act to create a state commission on reconstruction and Americanization, defining its powers and duties, fixing the compensation of its employees, with an emergency clause.
- 719. Agriculture. Authorizes county courts to appropriate funds for County Farm Bureau.
- 725. Steam Boilers. Regulating the construction and use of.

BILLS REPORTED UNFAVORABLY BY COMMITTEE OF THE HOUSE.

- 596. An act to provide that appeal bonds may be fixed in amount as the judge or justice or court may deem sufficient.
- 678. An act for the protection of the public health, regulating the cold storage of articles of food, defining the articles of food to which this act applies. Making provisions for the inspection of cold storage warehouses by the state food and drug commissioner and payment of license; for operating same and providing penalties for violation thereof.

NEW BILLS INTRODUCED IN THE SENATE.

- 287. An act to provide for the erection in France of a memorial to the Missourians who served on European battle fields in the war with Germany, to appoint a commission to carry out the provisions of the same and to appropriate funds therefor.
- 303. Regulating advertising by trustee of property encumbered by mortgage.
- 304. An act establishing a state athletic commission and regulating boxing and sparring in the state of Missouri.
- 309. Method of dissolution of corporations.
- 314. Recording of chattel mortgages.
- 317. An act to provide for a commission to assist discharged soldiers and sailors who enlisted or were drafted from this state in the war with Germany in obtaining employment and to appropriate funds for said purpose, with an emergency clause.
- 318. Memorial building for soldiers.
- 319. Memorial building for soldiers in each county.
- 337. State factory inspector. Amendment of power and duties.
- 338. Female employees: Hours of labor.
- 339. Bakery employees: Hours of labor.
- 342. Sanitary conditions of factories.
- 343. Occupational industrial diseases.
- 344. Factory act; guarding circular saws. Making it unlawful to render guard ineffective.
- 346. Regulating making and sale of mattresses.
- 347. Income tax. Deduction of taxes paid up to the full amount.
- 351. An act prohibiting an officer or director of any manufacturing or business corporation from voting to retain earnings and profits or refusing to declare dividends earned for the purpose of depreciating the value of the corporate stock, or of purchasing said stock for less than book value, with a penalty clause.

(Continued on page 176.)

Kansas City Day at Jefferson City

"THIS is a red letter day in the history of the Kansas City Chamber of Commerce" declared President B. A. Parsons from the speakers' rostrum in the House of Representatives at the state capital Tuesday afternoon, March 4. Mr. Parsons had been introduced by President Goodson to answer for the 178 members of the Chamber who were then the guests of the joint Assembly, and in response to cordial words of welcome just expressed by Governor F. D. Gardner.

The occasion was a most unusual one. Never in the history of the Missouri Legislature had a joint session been held for purely such a purpose. The business men of Kansas City were there on invitation of the Governor on a visit of good-will and acquaintance, to ask for nothing in the way of legislation. This fact was the outstanding feature of the day and was commented on by everyone.

Under the direction of Mr. E. M. Clendening, Assistant to the President, the special train of four cars left Kansas City over the Missouri Pacific at eight o'clock, arriving at Jefferson City at noon.

Arriving at Jefferson City, the visitors paraded to the Executive Mansion, where they were received by the Governor and Mrs. Gardner. Here the visitors afforded a part of the entertainment by singing a version of "I'm From Missouri" rewritten to suit the occasion. Allen Hinkle sang "There's a Long, Long Trail," with the whole party joining in the chorus. This was followed by a buffet luncheon served to the visitors scattered throughout the spacious and beautiful rooms. A group picture taken on leaving the Mansion completed the program there.

The early part of the afternoon was spent at the penitentiary, where there are now housed about 2,300, 85 of whom are women, many of these being federal prisoners. The visitors were taken through the new cell house, the dining rooms, and were tendered a concert by the prison orchestra. The party next visited the beautiful new Capitol building, through which they were personally conducted by members of the committee that superintended its construction. At four o'clock the party was received on the floor of the House, where a joint Assembly of the Senate and House was held in honor of the occasion.

Governor Gardner told briefly of his frequent visits to Kansas City, how he had been impressed with the enthusiasm and push of the metropolis on the western border of the state and how he wished he could bottle it up and scatter it over the entire state. He described in a beautiful way imperial Missouri as it might be mentally visualized from the great dome of the capitol building with its grain, dairy, coal, cotton, lead and zinc interests. He described Kansas City as a great city to which he was pleased to extend a welcome and referred to the visit as being in keeping with the times, complimenting the visitors on their friendly spirit.

The Governor emphasized two special things to which every business man of the state must give thought and support—first, that every boy and girl must be insured a good education and overcome the awful rating that Missouri has enjoyed of being thirty-second in the list of the

states. Good roads are next in importance, behind which the business men of the state should stand, he declared. In conclusion he said that he was proud of Kansas City, proud of the part that it is playing in the affairs of the state; that the Legislature should feel highly honored at the tribute of nearly 200 business men coming on such an errand.

Speaker O'Fallon of the House welcomed the party on behalf of the Representatives and bid the visitors Godspeed in their efforts to make the city at the mouth of the Kaw the greatest city in the United States.

That the visit was without political significance, that not a member of the delegation had anything to ask, boost or contest was President Parsons' opening remark, adding: "We are here to become acquainted, to see the Capitol and other state institutions. We have come to assure you of our appreciation of the work you are doing for the state of Missouri and for Kansas City. But do not suppose that we are not interested in legislation. We will come here from time to time as some measure in which we are interested develops. In these matters, however, we Kansas Citians are for Missouri first and Kansas City second. But when Kansas City is vitally interested in something that does not affect the balance of the state, we trust that we may have a sympathetic hearing. We thank you for your hospitality here today. We had expected to be shown around, but looked for no such courteous and generous treatment as that given, especially by Governor and Mrs. Gardner. As a result we are likely to come again."

Mr. Parsons thanked the joint Assembly on behalf of The Chamber of Commerce. He paid a splendid compliment to the wonderful building that now houses the legislative departments of the State and expressed the belief that the Legislature now in session is bent upon doing only what is best for the State.

Mr. J. C. Nichols was introduced by President Goodson to "toot the horn" for Kansas City. This he proceeded to do in a way that appealed to every member of the Assembly and the visiting delegation.

He told briefly of the marvelous record that Kansas City has made in bank clearings, transportation, livestock, grain, postal receipts, etc.; as a result of which it shows a record unequalled by any other American city of its size. He referred briefly to the importance of the reconstruction period which calls, he said, for greater legislative foresight than ever before. In a definite way he stated four matters to which Missouri must give thought:

1. Provision for the returning soldier.
2. The situations that grows out of the development of oil territory tributary to Missouri cities.
4. Momentum of established industries in the east in the older industrial centers.

Mr. Nichols urged a complete survey of the resources of the state, not only raw materials and agricultural products, but its industrial resources, to determine every factor pertaining to its future development.

He touched briefly on the neglect of water power development and counselled wisdom in all of the reconstruction problems now confronting the State. He closed by urging that every community give greater attention to the development of art, music and other cultural things.

CORPORATE

Showing General Tax Reports to be filed—not including Commodity and Stamp Tax—year, reports may be filed sixty days before the date of filing.

To be Filed on or Before	Name of Report	To be filed with	General Nature of Report Showing
January			
February 1	Corporation Franchise Tax Report	Missouri Tax Commissioner, Jefferson City, Mo.	Capital Stock and Surplus and market value of assets used in Missouri—as of January 1st.
February 15	City Personal Tax Return.	City Assessor	Amount of personal property.
March 1	Income Tax—Missouri	Assessor of the County in which Corporation is located.	Gross income less expenses of Corporation on all business done in Missouri.
	Income Tax—(U. S. A.)	Collector of Internal Revenue of the district.	Gross income less expenses of Corporation.
	Excess Profits (U. S. A.)	Collector of Internal Revenue.	Tax on income in excess of \$3,000.00, with certain exemptions.
April			
May			
June 30	Corporation Annual Registration Report Missouri	Secretary of State, Jefferson City, Missouri.	Annual Registration showing value of Capital Stock, Personal Property, Real Estate and Indebtedness.
20 days after notice	County and State Personal Tax Return.	County Assessor	
July 31	Capital Stock Tax (U. S. A.)	Collector of Internal Revenue of the District.	To show fair value of invested capital.
September			
October			
November			
December			

REPORTS TO BE FILED

(Not including partnership reports)

Showing General Tax Reports to be filed—not including partnership reports

March 1	Income Tax "Normal" (U.S.A.) Single Persons	Collector of Internal Revenue.	Return of annual NET income of \$1,000.00 or more.
March 1	Income Tax "Normal" (U.S.A.) For Married Persons and Heads of Families	Collector of Internal Revenue.	Return of annual NET income of \$2,000.00 or more.
March 1	Income Tax—Missouri	Assessor of the County of Taxpayer's	Showing annual net income To be made on incomes of \$3,000.00 or over.

This form is necessarily brief and is only intended to show the principal tax reports required of corporations doing business in Missouri.

Other reports are required of some Corporations. For example: Companies operating under a charter of another state are required in most cases to file an annual report with that state, etc. Blank spaces are therefore provided for memorandum regarding other reports.

CALENDAR.

This applies to calendar year. If Corporation's fiscal year ends other than calendar year, after end of their fiscal year.

Rate of Tax (subject to change)	Date of Payment of Taxes and Penalty for Delinquency	
0 of 1% of the capital stock and surplus ed in Missouri.	April 15	25% and 1% interest per month on amount of tax unpaid after May 1.
ording to levy.		10% added to amount of taxes.
of 1% on annual net income.	December 31	10% added to amount of tax.
% of net income in excess of \$2,000.00 for 8.	25% March 15	—
% of net income in excess of \$2,000.00 for sequent years.	25% June 15	—
	25% September 15	Not exceeding \$10,000.00 and addi- tional tax of 50%.
	25% December 15	—
duated tax from 30% to 80% according nature of business.	25% March 15	—
	25% June 15	—
	25% September 15	Not exceeding \$10,000.00 and addi- tional tax of 50%.
	25% December 15	—
00 if paid by August 1.	September 1	Fine \$50.00 to \$1,000.00.
00 if paid by September 1.		
00 for each full \$1,000.00 of the fair value the capital stock (including surplus) in ess of \$5,000.00.	20 days after notice	Penalty attaches 10 days after notice from local district collector and 5% of tax and 1% interest per month added.

BY INDIVIDUALS.

ps or fiduciaries)

or former State Taxes or Commodity or Stamp Taxes.

emption of \$1,000.00. 1918: 6% on first \$4,000.00 of taxable in- ne; 12% on balance. For subsequent rs: 4% on first \$4,000.00 of taxable in- ne; 8% on balance. Graduated surtax excess of \$5,000.00.	25% March 15 25% June 15 25% September 15 25% December 15	5% of amount of tax due and 1% per month.
emption of \$2,000.00 and \$200.00 for each d or person incapable of self support. 1918: 6% on first \$4,000.00 of taxable in- ne; 12% on balance. For subsequent rs: 4% on first \$4,000.00 of taxable in- ne; 8% on balance. Graduated surtax in ess of \$5,000.00.	25% March 15 25% June 15 25% September 15 25% December 15	5% of amount of tax due and 1% per month.
of 1% of net income after deducting ex- ption of \$3,000 for single persons or \$4,000 married persons and heads of families.	December 31	10% added to amount of tax, etc.

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Farmer and City Man

THE bi-weekly luncheon last Wednesday was in charge of the Agricultural Department. Dr. H. J. Waters, Vice-President of the Department being unable to preside, Mr. F. J. Bannister of the Board of Directors acted in the former's behalf. In speaking of the work of the Agricultural Department and the interest taken by the Chamber of Commerce in such shows as the Tractor Show, the International Farm Congress and "our own" American Royal, Mr. Bannister called attention to the proposition which was taking definite form to provide a building, which would adequately house these attractions. Mr. Bannister made a direct appeal in behalf of the Southwest Jersey Cattle Show, pointing out how great an influence such a show exerted on the dairy industry of the southwest.

The Chair called upon O. K. Quivey, Agricultural Commissioner, who spoke briefly of a few of the important activities of the Agricultural Department. The Commissioner spoke in a convincing way of the permanent good resulting from agricultural exhibits and shows, using as an example the "Heart of America Poultry Show," which, while only two years old, has located five families permanently in Kansas City, has caused the Government to make Kansas City the headquarters for the poultry extension workers from several surrounding states and has brought to Kansas City an industry manufacturing poultry equipment.

The Commissioner stated that the department was preparing to launch a campaign which would stimulate the production of farm crops in the Kansas City trade territory from both a quality and quantity standpoint, for which prizes would be offered in such classes as corn, wheat, potatoes and other crops.

The principal address was made by Mr. Frank B. White, who spoke on the "Buying Power of the Farmer." Mr. White, who is managing director of the Agricultural Publishers' Association, was one of the men at the big Reconstruction Conference at At-

lantic City in December, who helped chart the new course of business after the war.

While it is impossible to give Mr. White's forceful address in full, a few of the points made by him are here set forth.

"Men of the city must get better acquainted with the farmer. They must 'big brother' him and his interests. We must remove the line of demarcation that separates the city from the country. The farmer must be made to feel that the city is here to serve him, for 'he profits most who serves best.' The farmer must be brought into our daily councils. We must get his viewpoint rather than endeavor to tell him how his business should be run. He must be allowed to tell the city people what is needed by the farming interests."

Mr. White cited the work of Tom Whitten at Trenton, Missouri, as an example of what could be done along the line above stated.

"The farmers are home builders. These homes have needs that we in the city supply. Two-thirds of the farmers are home owners while only one-third of the city families are home owners. With whom would you rather have your dealings, renters or owners? There are ten times as many persons engaged in agriculture as are engaged in the world's next greatest industry. There is more money invested in agriculture than there is invested in the railroads, the newspapers and mining industries combined."

Mr. White stated that the United States Department of Agriculture was authority for the statement that 74 per cent of the farmers claim that their interests are best served by those publications known as "farm papers," Mr. White stating that the papers that best serve the farmers could be read with tremendous advantage by the man in the city—the wholesaler and manufacturer.

It was very evident from the number of persons who waited to talk with Mr. White after the meeting that his message had made a strong appeal to those present.

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Civics Department

PUBLIC HEALTH BILLS.

Of utmost importance to the people of Missouri are the bills before the Legislature "putting teeth into" the present State Board of Health. Missouri is one of the backward states in its state health legislation. The present State Board is largely a record keeping institution for vital statistics. The proposed law would give the Board large powers for carrying on public health work of the state and for promoting general health and health education. It is a bill which deserves the support of every citizen. On the recommendation of the Committee on Public Welfare of the Department of Civics, the Board of Directors of the Chamber of Commerce has approved the bill and legislators have been informed of the Chamber's action.

GRAND AVENUE PAVING.

At the request of the Committee of Property Owners appointed by the Board of Public Affairs to report on the best paving for Grand Avenue, the Department of Civics has been assisting in a brief study of this subject. A large amount of data on the downtown streets of Kansas City has been collected. In addition, while at Chicago in connection with the National Education Association Convention, the Secretary of the Department secured much information regarding experience in St. Louis, Chicago and Milwaukee.

CONSTITUTIONAL

CONVENTION PROGRESS.

Bills providing for an election on whether a state constitutional convention shall be called are suffering for lack of hard pushing. There is very little opposition throughout the state. In fact, at the hearings in Jefferson City only two or three people have appeared against the proposed bills, whereas numerous organizations have had representatives favoring the bill. Nearly every organization of any prominence in the state is on record as favoring the convention, but there has been wanting the constant, insistent demand from various districts of the state.

The demand exists but it has not made itself felt. Unless there is an expression of this demand before the Legislature and to the legislators individually there is great danger that the bills will die. The Cham-

LIST OF RESOLUTIONS FOR PUBLIC WORKS.

Sent to the Board of Public Works For Adoption March 4th, 1919.

Concrete Gutter.

49th Street both sides from east line Wyandotte to west line Main.

Asphaltic Concrete Pavement.

Mersington from south line 27th to north line 28th.

Portland Cement Concrete Pavement.

54th Street from east line iVrginia to east line Lydia.

Bituminous Macadam Pavement.

49th Street from east line Wyandotte to west line Main.

Paving Business Streets. (Sheet Asphalt Pavement.)

14th Street from east line Broadway to west line Main (Except block between Central and Wyandotte.)

15th Street from east line Grand to west line Campbell.

15th Street from west line Campbell to west line Troost.

Reinforced Concrete Retaining Wall.

On north side of Union Station approaches from Grand Avenue, S. W., and connecting with wall constructed by Terminal Railway Company.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORK

Sent to the Board of Public Works for Adoption March 4th, 1919.

Grading.

50th Street from Broadway to east line Central. 8431.

Mercier Street from 48th to 49th. 8431.

Artificial Stone Curbing.

Bluff Street both sides from north line 5th to south line St. Louis. 8432.

PAVING BUSINESS STREETS.

Reconstructing Sheet Asphale Pavement.

Broadway from south line 12th to south line

14th Street west. 8433.

15th Street from east line Van Brunt to west line Topping. 8434.

Brick Block Pavement.

18th Street from west line Prospect to east line Indiana. 8437.

Hearing of Property Owners March 21st, 1919.

LIST OF RESOLUTIONS

Sent to the Board of Public Works for Adoption February 28th, 1919.

Artificial Stone Curbing.

54th Street, both sides, from east line Virginia to east line Lydia.

39th Street, both sides, from east center line
(Continued on page 175.)

ber of Commerce has been pushing this proposition for some time. Within the last week, in order to carry on the work more effectively, a special committee has been appointed, consisting of Henry M. Beardsley, Chairman; Herbert V. Jones and John I. Williamson. Other members are to be added. This is a matter on which members should express themselves directly to their legislators.

Department of Industries

MANY ORDER INDUSTRIAL STATISTICS.

The item appearing in last week's issue of The Kansas Citian regarding the distribution of folders containing Kansas City industrial statistics brought a number of orders from local concerns for quantities for distribution to their clients. These folders including statistics covering practically every line of industrial activity in Kansas City and showing by comparative statements the rapid growth of the city. This makes an excellent letter insert or an insert to accompany financial statements of public utilities, oil corporations, etc., having a large number of stockholders in Kansas City territory.

These are still available at \$1.25 per 100. The individual firm name will be placed on the front cover at an additional cost of \$1.50 for the complete order, whatever that may be. Notify the Industrial Commissioner if interested.

INDUSTRIAL OPPORTUNITIES.

Call the Industrial Department if interested in any of the following:

Chicago party desires location in central business section of Kansas City for high class, modern, up-to-date theatre, approximately 100x150 feet, with alley in rear, or might be willing to lease large theatre in downtown section.

Nile-Rheims & Co., San Francisco, Cal., desire to communicate with manufacturers interested in export business in Japan, Philippine Islands, Strait Settlements, Dutch East Indies, Australia and New Zealand.

St. Louis manufacturer of wood preservers desires to arrange with local parties to handle their product on a commission basis.

San Antonio, Tex., company desires connections with commission merchants to handle potatoes and other foodstuffs.

Charles Milne & Co., San Francisco, Cal., desires connection with merchandise brokerage firm to handle various California products. They are also exporters and importers to and from various countries of the Pacific.

Chicago manufacturer of concrete mixers, trenching machines, power hoists, wagon loaders, asphalt plants, etc., desires to communicate with machinery brokerage firms or responsible individuals capable of selling

NEWSPAPER ITEM BRINGS INVENTIONS.

As the result of an item appearing in The Kansas City Times of March 4, the Industrial Department has had a continual stream of new inventions presented to it during the last week. These have come not only from Kansas City inventors, but a large number through the mail from parties in this territory who read the article.

These will all be handled by the Inventions Committee in the usual manner, each proposition being considered on its merits.

NEW RATE MAP ISSUED.

A new rate map showing comparative distributing freight rates to Trans-Mississippi territory from Kansas City, St. Louis and Chicago has been issued by the Department of Industries.

The map was prepared by the Transportation Department as an argument in favor of Kansas City for the location of new industries to serve the great Southwest territory.

The map shows the rates from the three cities named to points in South Dakota, Montana, Idaho, Wyoming, Nebraska, Colorado, Utah, Nevada, Kansas, Oklahoma, Texas, New Mexico, Arizona, California, Oregon, Washington, Louisiana and Arkansas for the first four classes, and showing in practically every instance a rate to these points in favor of Kansas City.

their machinery.

Seattle export and import company desires to secure agency for manufactured articles suitable for export to Orient and Australasia.

Chicago concern desires to communicate with reliable brokers to handle sale of vegetable oils, fish oil, imported cotton and burlaps.

Camp Supply Officer, Camp Humphreys, Va., has for sale large quantities of pine, gum and oak stumps.

Goetschel & Co., Hotel de Ville 28, Le Chaux-de-Fonds, Suisse, desires to represent in Switzerland, France and Belgium concerns manufacturing paper goods, novelties and advertising articles.

Hiawatha, Kas., party desires to communicate with manufacturers of hollow building tile.

VISITING KANSAS CITY'S INDUSTRIES.



ATLAS CEREAL COMPANY.

The above cut shows the plant of the Atlas Cereal Co., one of the oldest industrial concerns in Kansas City. It succeeded the Atlas Oats Co. in 1915, which latter company was incorporated as far back as 1882, the Atlas brand of cereals having been established some forty years. This company manufactures the highest grade breakfast foods in oats, wheat and corn, the market for which covers the whole United States.

A new oats mill has just been completed alongside of their old plant at Eighth and Santa Fe, the new mill being six stories high and with other buildings covers more than 46,000 square feet of ground space. The oats mill has a capacity for milling 15,000 bushels per day. Elevator capacity 150,000 bushels.

It is now proposed to build a new feed mill to utilize the by-products of their present mill, and convert them into livestock food.

The sales of this company last year amounted to over \$2,000,000, their products including rolled oats, steel cut oats, rolled wheat, cracked wheat, feeds, cream meal, corn meal, corn flour, corn grits, corn hominy, oat meal and oat flour. Approximately 100 people are employed.

(Next week American Radiator Company.)

CIVIC DEPARTMENT.

(Continued from page 173.)

- Indiana to west center line Jackson.
Artificial Stone Sidewalk.
 4th Street, north side, from east line The Paseo to west center line Woodland.
 54th Street, south side, from east line Forest to west center line Lydia.
Paving Business Street (Portland Cement Concrete Pavement).
 Main street from south center line 24th street, east, to westerly line of Grand Ave.
WORK TO BE DONE BY KANSAS CITY WITHOUT CONTRACT.
Repairing and Maintaining Asphalt Pavement, One Year.
 Charlotte street from a point 200 feet north of 28th street west, to the south line of Beacon Hill Park.
 Holmes street from south line of Grauman avenue to south line 28th.
Repairing and Maintaining Concrete Pavement.
 Alley between Campbell and Harrison from 22d to 23d.
 Hearing of Property Owners March 18, 1919.

TO LEASE

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18x34, second floor, suitable for merchant tailor; fine show windows.
 24x106, fourth floor; modern in every respect; good display or office room.
 46x106, fifth floor; fine for office or commercial purposes.

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 Carl E. Best, Sec'y-Treas.

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 Rubber Stamps, Seals, Stencils

Baggage, Key and Metal Trade Crecks,
 Brass and Steel Dies, Badges, Etc.
 Stock Certificates and Corporation Supplies.

Both phones Main 963 804 Delaware St.

List of Men who Went to Jefferson City March 4

The excellent photo-engraving reproduction of members of the Kansas City Chamber of Commerce at Jefferson City with President Parsons and other officials of the Chamber, grouped in front of the State Executive Mansion, will form an important pictorial feature of the Kansas Citian, March 18. Do not overlook it.

Francis Abbott	Garrett Ellison	H. B. Leavens	B. R. Randall
H. T. Abernathy	Wm. Erickson	J. C. Leiter	John R. Ransom
Floyd Arnold	D. J. Evans	D. M. Lighton	Frank S. Rea
F. J. Bannister	E. O. Faeth	Wm. R. Lemley	Don P. Ricksecker
J. T. Barrons	Frank Ferguson	Dr. H. O. Leonard	Wm. G. Riggs
D. Bayles	W. M. Ferguson	John G. Lewis	Nelson S. Riley
H. J. Benjamin	Dr. A. T. Fisher	Geo. B. Longan	H. W. Ritterhoff
C. R. Benton	Bruce Forrester	C. W. Lonsdale	A. P. Rothschild
C. A. Bissett	E. L. Foutch	Frank E. Lott	Jas. R. Russell
H. C. Blackwell	W. C. Gath	W. C. Lunt	Geo. J. Schmitz
Chas. O. Blevans	Solon T. Gilmore	C. A. Lyon	Frank L. Severance
Henry G. Bowden	D. W. Gist	Walter Maloney	Chas. P. Shipley
W. J. Brace	W. E. Glenn	Claude Manlove	H. Sifers
J. Frank Brady	Harry Goodfarb	Homer B. Mann	Lawrence E. Smith
Hugo Brecklein	E. L. Goodloe	F. C. Marqua	L. C. Smith
Toby Brenner	G. H. Gray	H. H. Mathonet	Lyle Stephenson
Z. T. Briggs	A. H. Greef	Walter Matscheck	Robert S. Stone
Clark W. Brooks	Myron Green	J. F. Meade	Jos. E. Sturla
C. F. Brown	Oswald Greiner	Geo. V. Metzger	E. R. Sweeney
T. Percy Bryan	Russell F. Greiner	F. C. Mitchell	Albert Tamm
L. W. Buckley	D. B. Gribben	Jack P. Miller	E. J. Thomas
Geo. H. Bunting	J. M. Guild	J. Lee McDonald	M. A. Thompson
Floyd Burke	John Halpin	C. A. McGee	Wm. F. Thompson
Dr. S. T. Carl	J. R. Hammond	Jos. J. McGee	John P. Tillhoff
A. B. Carter	Wm. M. Hand	Dr. A. L. McKenzie	Joe Tingle
Wm. L. Carnes	S. Herbert Hare	Geo. F. McKinney	V. E. Trueblood
David Chalmers	Geo. D. Harley	W. S. McLucas	F. B. Uhrig
F. L. Chase	J. R. Harrigan	R. H. Nason	J. J. Vineyard
L. J. Chapman	Allen Hinckley	J. C. Nichols	Arthur F. Wagner
F. L. Chesney	Wm. Hughes	Ed North	J. F. Waite
D. D. Clarke	Alfred Jacobson	W. O. Norwood	Chas. W. Watson
E. M. Clendening	G. Jameson	Jack O'Donnell	R. W. Watson
Geo. F. Comber	Holly Jarboe	Cameron L. Orr	W. H. L. Watts
Warren E. Comstock	Dr. E. W. Johnson	W. A. Osgood	J. L. Wenzel
Aldridge Corder	Cliff Jones	R. R. Park	G. G. Wheat
F. D. Crabbs	Harry L. Jones	B. A. Parsons	Frank W. Wilbur
C. A. Cramer	Wm. T. Kemper	Sam C. Pearson	J. C. Williams
T. T. Crittenden	James Ketner	Judge John H. Pollock	Dr. Albert M. Wilson
Chas. C. Daniel	A. F. Killick	J. I. Porter	T. A. Witten
E. O. Denny	Harry E. Kirk	Pierre R. Porter	Mr. Haworth
A. P. Denton	W. F. LaCaff	E. J. J. Powell	for H. P. Wright
R. L. Dominick	J. E. Launder	Thos. B. Price	J. Carl Zachow
Fred Einhorn	W. R. Thompson		

LEGISLATIVE BUREAU BULLETIN.

(Continued from page 8.)

366. Inheritance tax. Amendment of. Exempting transfer of property to religious charitable and educational organizations.
393. Amending law relating to assessment of manufacturing and business concerns, stocks and other companies.
394. Dissolution of corporations.
404. Disbarment of attorneys at law.
413. Abolition of state tax commission.
423. To prevent a mortgage or deed of trust or other incumbrance from being fastened as a vendor's lien on property other than that specifically covered by it, without an express agreement to that effect; and also to prevent such vendor's liens, claimed to be already created, from being enforced unless suit is brought thereon within one year.
433. Agricultural seeds. Regulating sale of.

Traffic and Transportation

RATES AUTHORIZED.

Rate Advice 1309.—Authorizes publication of rule specifying packing requirement of boots and shoes L. C. L. enumerating materials that must be used, etc.; copy of rule is on file in this office for inspection of interested shippers.

Rate Advice 1651.—Authorized revision of commodity rates on clay and clay products to basis 25 per cent higher than rates in effect May 25, 1918; supplement No. 1 to this rate advice suspends publication on this basis until further notice.

Rate Advice 1671.—Authorizes switching rate of 2c per 100 lbs. on iron or steel scrap C. L. minimum 60,000 lbs. from switch of Feinburg-Wayne Iron, Metal & Paper Co., to tracks of Witte Iron Works and American Radiator Co. (Centropolis, Mo.)

Rate Advice 1682.—Authorizes the cancellation of the term "roofing asbestos" from S. W. L. tariffs substituting therefor the following "asbestos roofing or sheathing, hard, corrugated; loose or in packages."

Rate Advice 1747.—Authorizes cancellation of Wabash tariff A-15279, naming rates on sulphuric acid C. L. from Kansas City to Atlantic Seaboard ports. Combination of local rates to be applied in lieu thereof.

Rate Advice 1757.—Authorizes St. L.-S. F. R. R. to publish in their tariff 1069-J an outline of the Kansas City switching limits which has not heretofore been defined in that issue.

Rate Advice 1758.—Authorizes St. L.-S. F. R. R. to cancel from various tariffs rates from Kansas City to Centropolis, Coburg, Knoche Junction, Sheffield, Sheffield Junction, Mo.; Glen Park and Rosedale, Kan. Rates named in St. L.-S. F. tariff 1069-J to be applied in lieu thereof.

MERCHANDISE HANDLING.

Terminal Manager Corbett advises that in cases where any shipper will offer to any railroad on one day a large amount of less carload freight for a certain destination, whether for one or more consignee, that the shipper should notify the local agent the day before, or early that morning, in order that the agent can make, if possible, a set-out car for that destination and thereby save delay to freight over that if the shipment moved in the regular way. Railroad agents have been instructed to follow this practice when shippers give the necessary advice.

DELAY IN HANDLING CLAIMS.

The Railroad Administration, through its Claims Section, and Law Division, is making an investigation, generally, of the handling of loss and damage claims, as many complaints have reached them that there is delay in handling.

SERVICE TO GAS, KANSAS.

Gas, Kansas, assigned in the Sailing Day Schedule to the Missouri Pacific, has been changed to the M. K. & T., as the Missouri Pacific has no agent at that point.

All should amend their schedules accordingly.

MERIDIAN, OKLAHOMA.

Meridian, Oklahoma, shown in the Sailing Day Schedule as routing via the M. K., and T., with sailings Tuesday and Friday, has been changed to route via the A. T. & S. F., in connection with the Ft. S. & W. R. R., with sailings Tuesday, Thursday and Saturday. The Ft. S. & W. R. R. has an agent at this point while the M. K. & T., does not, and the change is made for this reason.

All should amend their schedules accordingly.

NEBRASKA CASE POSTPONED.

The hearing in the Nebraska Case, ICC docket 10390, set for Kansas City March 18, has been postponed to a date to be later announced.

The Department was forced to ask postponement of the hearing on account of the great press of work on hand at present and on account of sickness and changes in the working force.

The Department is at the present time actively working on the preparation of evidence and proof to be submitted at the hearing.

UNION PACIFIC ADD TRAIN.

Effective March 15 the Union Pacific will put on a new train running from Marysville, Kansas, north, which will greatly improve their merchandise service to the territory. Next day delivery will be insured at points between Marysville and Beatrice, and second morning delivery will be made at Valley, Valparaiso and Wahoo, Nebraska, and intermediate points. This will not change assignments of any stations allotted to lines other than the Union Pacific in the Sailing Day Schedule.

MATTERS BEFORE DISTRICT COMMITTEES.

Kansas City Committee.

Docket 574.—Proposed revision of rates on denatured alcohol C. L., from Chicago and New Orleans to Missouri River and other points. (Mch. 14.)

Omaha Committee.

Docket 120.—Proposed to amend transit rule on grain etc. item 2380, U. P. R. R. Circular 100-A to provide "When for any reason shippers desired to retain original freight bill, a duplicate thereof will upon request, be issued by the carrier's agent, which may be used and recorded in lieu of the original, in all such cases the original must bear the notation 'not good for transit' and the duplicate 'may be used for transit.' (March 5.)

Western Newspaper Union

Advertising—Stereotypers

Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field.

ADVERTISING RATES

on application.

304 W. 10th St.

Both Phones, Main 193

New Orleans Committee.

Docket 210.—Proposed to cancel fifth class rating authorized in S. W. L. Classification Exceptions 1-H, 2-Q and 3-J on soda fountain supplies, viz, syrups, fruits, etc., between interstate points and points in Louisiana and establish in lieu thereof commodity rates on basis of the fifth class rates. (March 10.)

Rates Authorized.

Rate Advice 1309.—Authorizes publication of rule specifying packing requirements of boots and shoes L. C. L. enumerating materials that must be used etc., copy of rule is on file in this office for inspection of interested shippers.

Rate Advice 1651.—Authorized revision of commodity rates on clay and clay products to basis 25 per cent higher than rates in effect May 25, 1918; supplement No. 1 to this rate advice suspends publication on this basis until further notice.

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Electrical Repairs for
Everything Electrical

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Our business has shown a steady increase for several years.

We have had no war contracts.

Some of our storage stocks of merchandise have been low on account of war conditions; and yet our business has increased as follows:

45% Gain in 1917 over 1916

56% Gain in 1918 over 1917

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W. A. SAMMIS, Secretary

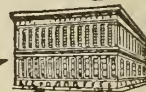
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Good Movie

Good Time

—AT—

y. m. D. Luncheon

Wednesday, March 12

Hotel Baltimore

Francis I Room

Come Early. Mix with your fellow members. Get better acquainted. You'll like it.

The program? It will interest particularly every member affiliated with the Y. M. D.

Our annual election is at hand. A plan for selecting a new Executive Committee will be submitted for your approval.

What else? A moving picture you have not seen, and if you are not satisfied your money will be refunded.

Luncheon 75 Cents

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 11

KANSAS CITY, TUESDAY, MARCH 18, 1919

New Exposition Building

Constitutional Convention

Legislative Bureau Bulletin

The Good Roads Movement

Jefferson City Group Picture

Referendum on Daily
Luncheon

Annual Trade Extension Trip

Y. M. D. Pre-Election Rally

AGRICULTURE

CITIES DO NOT GROW^c THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE.....50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

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Second Vice-President.....S. B. ROBERTSON
Third Vice-President.....C. W. LONSDALE
Fourth Vice-President.....H. J. WATERS
Fifth Vice-President.....JAMES KETNER
Sixth Vice-President.....F. C. MARQUA
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Transportation Commissioner.....R. D. SANGSTER
Civic Secretary.....WALTER MATSCHECK
Agricultural Commissioner.....O. K. QUIVEY
Manager Bureau of Publicity, Conventions
and Retail.....LOUIS W. BUCKLEY

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FRANK WITHERSPOON, Jr.	

ADD TRADE

EXTENSION WORKERS.

On the eve of the big trade extension trip Chairman Harry S. Frazer is recruiting his committee to good fighting strength and last week the Board of Directors approved of the following additions:

R. C. Marley	D. W. Lighton
F. B. Uhrig	G. F. McKenney

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LINING UP FOR

NATIONAL CHAMBER.

To date the following members have notified the General Secretary of their purpose to attend the annual meeting of The Chamber of Commerce of the United States to be held in St. Louis April 28-May 1.

Charles S. Keith, Central Coal & Coke Company.

Frank L. Severance, Irving-Pitt Manufacturing Company.

George S. Carkener, Goffe & Carkener.
J. B. White, Missouri Lumber & Land Exchange.

F. J. Williamson, Dewey Portland Cement Company.

H. A. Fitch, Kansas City Structural Steel Company.

W. S. Dickason, Dickason-Goodman Lumber Company.

E. L. Brundrett, Kansas City Gas Company.

W. S. McLucas, Commerce Trust Company.

Charles Stewart, Meinrath Brokerage Company.

Limited hotel reservations have been secured and those who have any thought of attending should get in immediate touch with the General Secretary.

Have you attended the daily luncheons lately? If not, you will find the service radically improved since the "no tipping" rule was abolished.

Tipping

TIPPING is an unusual subject for an article of this kind, but it is proving to be an important factor in the Chamber's daily affairs. Some months ago a daily luncheon service was established in one of the hotels. It started off very nicely, but soon complaints were heard. These were traced back and it was found that trying to run a "club" dining room in a public place, with waiters that are switched from one dining room to another, was extremely difficult unless the practice of public dining rooms prevailed in the Chamber's luncheon room.

The attendance when the luncheon feature was established leaves no doubt of a demand on the part of the members for a daily meeting place, but in the matter of luncheon as in everything else these days, people demand service and they are willing to pay for it. Therefore, the suspension by the Board of Directors of the rule that no tipping would be allowed at the daily luncheons. Members are, of course, at liberty to do as they please.

It has been remarkable in the week since the rule was abrogated how the service has improved. In this connection, however, the Board of Directors intends that the luncheon shall be a big success or it will be discontinued. It is up to the members during the next thirty days to determine whether it shall be continued or discontinued. The attendance is expected to increase and thereby make it worth while for the hotel to continue it in the exclusive interest of Chamber of Commerce members and their guests.

VICTORY SPECIAL.—It is equally important and necessary to advertise Kansas City throughout its trade territory as it is a man's own business. Reservations now being made for the 1919 trade trip, May 4-10

Camp Fire Girls

IN THE same category with the Boy Scouts are the Camp Fire Girls of Kansas City. For this reason there was sent to each member recently a report of last year's work, also a letter bespeaking greater interest in the organization and asking for a small contribution—a dollar or more. A stamped envelope was enclosed.

Of the nearly 4,000 letters mailed out, less than 200 brought returns, a very small percentage indeed, hardly a respectable showing in comparison with the splendid contributions made in the Boy Scout campaign last month.

The Camp Fire Girls number nearly 1,000 in Greater Kansas City. They are doing for themselves and the community just as necessary and effective work for girls as the Scouts are doing for boys. It is a national organization. Of the local branch Mrs. Frank Hagerman is President and Miss Isabel Gibb Executive Secretary, with headquarters at 1029 Oak street.

The matter is again called to the attention of members with the request that they forget their income tax troubles long enough to write a check and mail it to the Camp Fire Girls as encouragement to their splendid efforts.

IT'S YOU.

Several requests have been made for the poem recited by Mr. Frank B. White with telling effect in his address at the bi-weekly luncheon last Wednesday. The Kansas Citian is pleased to print the poem in full:

IT ISN'T THE TOWN, IT'S YOU.

If you want to live in the kind of a town
Like the kind of a town you like,
You needn't slip your clothes in a grip
And start on a long, long hike.
You'll only find what you've left behind,
For there's nothing that's really new;
It's a knock at yourself when you knock
your town,

It isn't the town—it's you!
Real towns are not made by men afraid
Lest somebody else gets ahead;
When everyone works and nobody shirks
You can raise a town from the dead.
And if, while you make your personal stake,
Your neighbors can make one, too,
Your town will be what you want to see;
It isn't the town—it's you!

READJUSTMENT COMMITTEE DOWN TO BUSINESS.

Mr. E. R. Sweeney is seeing to it that the new Readjustment Committee of which he is chairman is to be made useful to the community. Within twenty-four hours of this committee's appointment a meeting was held to go over the accumulation of material that this committee will pass upon for the Board of Directors, involving readjustment period problems innumerable. The committee met March 6 and covered in a preliminary way the general readjustment programs that are being initiated throughout the country, what the various National and sectional meetings of business men have agreed upon as basic to the new era, just what program Kansas City should adopt, and determine what is most pressing—everything from providing for the returning soldier to new relations between the employer and the employee.

THERE'S MANY A SLIP.

For several days last week plans were under way for the presentation of Mr. Walker D. Hines, Director General of Railroads, to the members of the Chamber, at a dinner that was planned for March 21. Information had been received that the Director General would reach Kansas City on a tour of inspection on that day. Communication with him was immediately established and his acceptance secured, but a couple of days later he sent the following disappointing telegram:

"Necessities of railroad situation keep me in Washington at present time and therefore I deeply regret that I have been forced to reconsider my acceptance of your very kind invitation to attend dinner of Kansas City Chamber of Commerce on evening of March twenty-first. My duties here make it impossible for me to be in Kansas City at that time. Hope you will explain to your associates. It may be possible for me to visit Kansas City later."

It is felt that with this contact made with Mr. Hines, his coming to Kansas City has been merely postponed.

TRADE EXTENSION LUNCHEON.

The Trade Extension Committee at its meeting March 3 directed that the March 26 luncheon of the Y. M. D. be devoted to promoting the trade trip set for the early part of May. At this time Chairman Harry S. Frazer will present to the membership the official program and itinerary of the six day business-getting expedition.

Diagram showing the territory and towns to be visited, etc., will be shown. The trip will cover 1,449 miles, and 55 towns will be visited.

COURTESY MEMBERSHIP TO FOREIGN CONSULS.

The ten foreign consuls in Kansas City have been elected courtesy members by the Board of Directors in accordance with the provisions of Section 5, Article I, of the by-laws. This provides that such membership may be extended by the Board of Directors, as a token of respect to such persons or organizations in Kansas City whose work may be deemed of great social, civic, moral or economic value to the community, and confers all the privileges of active membership except that of voting. Those to whom this courtesy has been extended are:

Belgium—Georges Mignolet.
Bolivia, Guatemala, Honduras, Nicaragua and Uruguay—Edwin R. Heath.
Italy—Joseph P. Doe.
Cuba—Clarence L. Palmer.
France—Vacant on account of death of Consul Emile Brus.
Great Britain and Ireland—Herbert W. Mackirdy.
Mexico—Mauricio N. Morales.
Netherlands—H. Visscher.
Paraguay—Frank L. Phillips.
Swedish Royal—Axel Hawkinson.

CARRY ON READJUSTMENT PROGRAM.

The Omaha Chamber of Commerce is making up a special committee to carry out the purposes of the recently held Trans-Mississippi Readjustment Congress. Their request for the naming of a Kansas City representative, when presented to the Board of Directors last week, resulted in the appointment of Mr. Bruce Forrester, a director of the Chamber and one of those who attended the Congress and understands fully its purposes.

K. C. GRAND OPERA SEASON.

According to Acting Manager H. J. Shaw of the Kansas City Grand Opera Company, an unusually fine program of grand opera will be presented to Kansas City this spring. The performers have been rehearsing for the "spring week of opera" since last September. It is planned to give:

"Maratana," by Wallace (new here).

"The Daughter of the Regiment," by Donizetti.

"Il Trovatore," by Verdi.

"Romeo and Juliet," by Gounod.

Inasmuch as the Chamber of Commerce has endorsed the Grand Opera Company as one of the most worthy institutions of the city, members are asked and urged to give their co-operation in every way possible.

"VICTORY SPECIAL"

28th Annual Trade Extension Trip

— OF —

The Chamber of Commerce of Kansas City
May 4-10, 1919.

An introduction to the 1919 big trade trip—just what the wholesalers and business men of Kansas City have been waiting for:

DATES—May 4 to 10. Leave Sunday night, returning following Saturday night.

TERRITORY—1,449 miles through the best part of Kansas, the Panhandle of Texas, and the oil producing section of Oklahoma; 55 towns with population of 351,287: average per town, 6,385.

RAILROADS—A. T. & S. F.; Missouri Pacific; C., R. I. & P.; Ft. W. & D. C.; St. L.-S. F.; M., K. & T.

STOPS—Fifteen minutes to three hours—15 minutes at the very smallest points. Evening stops at Pratt, Kas.; Dalhart, Tex.; Elk City, Oklahoma City and Tulsa, Okla.

EQUIPMENT—Standard steel Pullman sleepers and observation car.

COMMISSARY—Two Fred Harvey dining cars the entire trip.

PARTICIPANTS—Mostly presidents or officers of concerns, managers or department heads.

FEATURES—Brass band, badges, printing press, telephones, barber shop, etc.

ADVERTISING—Booklets descriptive of Kansas City, with map, itinerary and list of participants. Lots of advance newspaper stuff.

CAPACITY—A limit of 125 has been set, as the maximum number.

Applications are already being received although full details have not and will not be published until in the next issue of The Kansas Citian, with map and detailed itinerary, showing every point to be visited, length of stop, etc.

CONSTITUTIONAL CONVENTION.

The proposition to submit to the voters of the state of Missouri the question "Shall Missouri Have a New Constitution?" seems to have struck the snag of politics in its journey through the hopper of the Legislature. The committee on constitutional amendments in the House is deadlocked on the question of whether to report the bill out or not. They seem to have lost sight of the fact that the basic law of the constitution is not a matter to be approached in a partisan spirit. The constitution is above partisanship and no one should permit such a narrow view of the situation to influence his vote on the question.

Several amendments to the bill have been proposed which will particularly insure a non-partisan convention. It seems to be the consensus of opinion of the members of the Legislature that the state needs a new constitution. They also recognize the fact that there is a big demand from all over the state in both urban and rural districts for the submission of the question to a referendum. If this is true, the men elected to represent the various communities will fail in their duty if they do not give the electorate at large an opportunity to vote on the question.

The only action the Legislature can take at this time is to submit the question propounded in the present constitution, "Shall Missouri Have a New Constitution?" to the voters. If the answer returned by the voters is in the affirmative, a special election must be called for the purpose of selecting delegates to a convention which will

HOW TO SUPPORT LEGISLATION.

The average business man does not know how to go about bringing to the attention of the Legislators in the General Assembly his wishes. Those who attended the legislative luncheon last Saturday learned that the members of the Jackson county delegation at least are eager and anxious to know what the community which elected them wants them to do. They are not mind-readers, but depend upon the community at large to advise with them in all measures of public interest. They can have their own opinions.

If there is any legislation before the Legislature which any member or industry desires to have furthered, a letter to the Legislators of Jackson County at Jefferson City will receive careful attention. Or better still, a delegation visiting Jefferson City can secure a hearing before the proper committee if the matter is taken up in advance.

The Civics Department has copies of the manual of the Legislature and will be glad to advise with anyone who desires to know the committee members.

frame a constitution. The result of the labors of such a commission must then be submitted to the voters of the state for adoption or rejection. Surely enough safeguards have been provided in the present constitution to prevent any hasty action. No political consideration should be permitted to stand in the way of a movement so important, particularly at this time.

If ready to make reservations, fill in, detach and mail this coupon to the Chamber of Commerce.

Kansas City, Mo., 1919.

Trade Extension Committee:

We hereby make application for a reservation for our Mr.

.....
.....
who will represent us on the Trade Extension Trip, May 4 to 10, 1919, and we agree to pay on or before April 10, to the order of the Chamber of Commerce, the sum of \$.....

One hundred and fifty dollars covers expenses per person of said trip.

Firm

By

LUNCHEON FOR LEGISLATORS.

Saturday, March 8, the Civics Department, headed by Mr. Cliff C. Jones, First Vice-President of the Chamber, inaugurated an innovation in dealing with questions before the Legislature.

The Civic Department had invited the Senators and Representatives from Jackson County to meet the Executive Committee and chairmen of the various committees, which have studied the several bills before the Legislature, to a luncheon at the Baltimore Hotel on that date. The following were present:

Representatives William Hicks, John H. Taylor, D. N. Kenan, J. Allen Prewitt and Frank C. Wilkinson; B. A. Parsons, President Chamber of Commerce; Cliff Jones, C. W. Lonsdale, W. I. Drummond, James Ketter, J. M. Guild, E. W. Mentel, H. M. Beardsley, John I. Williamson, H. V. Jones, Pierre Porter, Wash Adams, T. A. Witten, Dr. E. H. Bullock, Howard McCutcheon, George Bunting, O. K. Quivey, E. M. Clendening, C. V. Flaugh, J. A. Brubaker, Charles A. Howell, H. H. Mathonet, Walter Matscheck, Secretary.

Mr. Jones presided. He stated that it was not the purpose of the Chamber to attempt to tell the members of the Legislature what they should do or should not do, but simply to inform them of the subjects the Chamber had considered, and the action taken by that body, and primarily to develop a closer relationship between the members of the Legislature and the Chamber, representing as it does about 5,000 business men of Kansas City.

Mr. Prewitt spoke briefly on the need for a new constitution as the basis on which all of the progressive legislation now before the State Assembly rests. Mr. Prewitt is the father of the \$60,000,000 Good Roads Bill.

Mr. Taylor discussed the Workmen's Compensation bills from all viewpoints. He suggested that the Chamber appoint a special committee to study the various bill proposals and to prepare a report setting out all of the details as compared with the compensation laws of other progressive states.

Mr. Keenan spoke on the bill for the increase of pay for the police. He stated that to a very large extent the efficiency and morale of the Kansas City Police Department depends on increased compensation that will attract the men best adapted for police work.

Mr. Hicks explained the difficulties which the members from the city experience in convincing members from rural districts that local bills which affect only the city should not be tied up, but should be placed in the

(Continued on page 189.)

INSPECTION OF WATER PLANT.

Last Tuesday the Mayor invited city officials and representatives of the Chamber to accompany him on a tour of inspection of various properties used by the Water Department. Secretary Walter Matscheck and his Assistant, H. H. Mathonet, made the trip. The needs of the various pumping stations and flow lines were explained by Engineer Goodwin of the Water Department during the morning inspection.

After luncheon a trip was made to a site in Clay County about two miles west of the Quindaro pumping station, but on the opposite side of the river, where tentative plans have been made to locate an entirely new pumping station and filtration plant, with storage basins on the bluffs at an elevation high enough to force water by gravity to a point in the East Bottoms on the Jackson County side of the river where a pressure station would be established.

A visit was also made to the ground now owned by the city in the East Bottoms which was purchased for a pumping station during the first Jost administration.

From there the trip continued to the high point on Prospect Avenue over Cliff Drive, where work has been started on a new storage basin which, with a stand pipe, will supply the eastern part of the city. The grading at this point is unique, as it is being done by hydraulic methods, the dirt being carried in flume and pipes to the lake in North Terrace Park, which the Park Board has arranged to fill. Several other sites for pumping stations in the East Bottoms were visited.

From explanations made it appears that the plant at Quindaro is now working to capacity with no reserve units. In event of a serious accident to the plant the city would be without water in less than twenty-four hours. From Quindaro to Turkey Creek the water is conveyed in large mains or pipe lines to the Turkey Creek station, where it is forced by high pressure engines to various parts of the city. Turkey Creek station is not removed from the danger of flood. The reservoir at the pumping station is not protected. An accident of any character at Turkey Creek which would disable the machinery would be disastrous.

There is no doubt that the water supply of Kansas City should have immediate attention. Any action should be the result of careful study and the public should have an opportunity to be heard before any steps are taken toward the expenditure of the sum now necessary to make the improvements suggested.

LAUNCH BIG GOOD ROADS MOVEMENT.

The Good Roads Association of Greater Kansas City was granted a charter by the Board of Directors of the Chamber of Commerce March 7. Through this association all the good roads enthusiasm and activity of organizations and individuals will now clear. Instead of having Kansas City's thirty different highways projects presented separately and at different times to Kansas City's organizations interested in good roads, like the Automobile Club, Tractor Club and the Good Roads Committee of each organization in the city, there will be one central body to which each highway promoter may present his case, and where he will be given consideration on the merits of his proposition and through which when favorable action is taken he will have the entire community back of him.

It has been recognized for some time that Kansas City is derelict in its support of the many highway movements in which Kansas City is vitally interested. Too often have these been left for the promotion of the small towns along the various routes. There will be little opportunity for dissatisfaction with Kansas City's interest and active participation in the future if the promoters of the Good Roads Association of Greater Kansas City realize their present plans.

The idea of one association originated with the Markets, Transportation and Good Roads Committee of the Chamber of Commerce of which Mr. J. S. Adsit is Chairman. Definite form was given the proposition at a meeting of this committee held February 20, at which there were present representatives from the following organizations:

- Kansas City Automobile Club
- Board of Public Works
- K. C. Storehouse Men's Association
- Kansas City Motor Car Dealers' Assn.
- Engineers' Club
- Schoolmasters' Club
- Auto Dealers' Association
- Real Estate Board
- Board of Trade
- Retail Grocers' Association
- Kansas City, Kansas, Chamber of Com.
- Merchants' Association
- Bankers' Association
- Ozark Trails
- Jefferson Highway.

Membership in the new association will be on a \$10.00 per year basis with voting power vested in individuals only. The governing body shall be a Board of Directors of seven members who shall select their

KANSAS SHOE DEALERS' CONVENTION.

The Kansas Retail Shoe Dealers' Association met outside of its native state for the first time when the members opened a two-day session at the Hotel Baltimore Monday morning. The association has taken the entire second floor of the hotel, where in addition to morning and afternoon sessions, sixty lines of boots and shoes are being shown.

The shoe men were welcomed by The Chamber of Commerce at Monday morning's session. A banquet will be given in the Francis I room Tuesday night. K. L. Barton, Jr., sales manager of the McElwain-Barton Shoe Company, will be toastmaster and Dr. Burris A. Jenkins will deliver the principal address on the "League of Nations." C. L. Brosius of Wichita, secretary of the organization, will make the presentation speech.

Kansas City is gradually getting the big meetings of all lines of business. The local boot and shoe jobbers are gratified to have the Kansas men of the same trade meet in this city. It is believed their coming will broaden the scope of their trade territory.

ELIMINATE SOLICITATION AT Y. M. D. LUNCHEONS.

No longer will members of the Chamber of Commerce attending Y. M. D. luncheons be asked to come to the financial aid of any organization, society, etc., according to a dictum of the Executive Committee of the Young Men's Department.

The committee, however, reserves the right to present to the membership at any of their luncheons any Chamber of Commerce proposition, such as trade trips, good-fellowship tours, etc.

own president, vice president and secretary. There will be employed a paid officer as manager. For the first year, on account of having no membership and therefore it being impossible to have an election, it is proposed to put at the head of the association a directory of which five of the big good roads enthusiasts of Kansas City will be chosen by the Board of Directors of the Chamber of Commerce and two by the Chamber of Commerce of Kansas City, Kan.

So enthusiastic are the members of the Chamber's directory over the project that they are guaranteeing the financing of it until it is able to finance itself.

LUNCHEON FOR LEGISLATORS.

(Continued from page 187.)

hands of the men who are familiar with the needs of the cities.

Mr. Wilkinson comended the Chamber and President Parsons on the trip made by the members to Jefferson City and particularly on the method of handling the visit. He stated that the pledge made by President Parsons that there would be no lobbying and that Kansas City was merely visiting, was redeemed in full. He gave it as his opinion that the Legislature had been much impressed by the social visit and that great good was bound to result both to the Legislature and to Kansas City.

State Board of Health Bills, Dr. E. H. Bullock and Howard McCutcheon, Chairman of Welfare Committee.

Hay Inspection Bill, Mr. J. A. Brubaker.

Workmen's Compensation, Charles A. Howell and Pierre Porter.

New Constitution and Constitutional Convention, Mr. Henry M. Beardsley and John I. Williamson.

Because of the limited time and the fact that the Chairman had set an hour to close, he stated that the following bills had been endorsed by the Chamber but could not be discussed:

Children's Code Bills.

County Consolidation Bill.

State Fire Marshal Bill.

Industrial Education Bill.

Bill to repeal Inheritance Tax on gifts made to Charitable, Religious and Educational Institutions.

Bill for Appropriation for Missouri Exhibit at the Farm Congress and Soil Exhibition.

Bill regarding consolidation of Tax Offices.

President Parsons made the concluding statement, saying that the Chamber is working for the good of Missouri first and Kansas City second. He thanked the delegation from the Legislature for their attendance and the spirit of co-operation they had evinced, and offered the assistance of the Chamber in the passage of any legislation for the good of the state or city.

Big U. M. D. Rally Pre-Election Smoker

Come and meet the candidates at the Hotel Baltimore, Francis I Room, at 7:30 Thursday night, March 20.

Eighteen in the race, nine to be elected for executive committee to take office October 1, 1919.

YOUR ONE AND LAST CHANCE

to look them over. Music—movies—smokes—eats. No charge—everything free.

Have you registered?

WILLIAM A. OSGOOD,
Chairman Entertainment Committee

Big Exposition Building for Kansas City

AT LAST Kansas City seems to be on the way toward having adequate housing facilities for the big expositions and shows that are held annually or may be brought here in the future. The culmination of years of thought and effort in this direction was reached by the Board of Directors at a meeting held March 7 at which were representatives of six of the big associations and concerns most directly interested.

The following resolution represents the result of the joint deliberations:

"The Chamber of Commerce recognizes the immediate and urgent need of a building suitable to the necessities of an armory and the various expositions and shows which are being or may be held in Kansas City and pledges leadership toward securing such a building, providing the Kansas City Motor Car Dealers' Association, National Tractor Show, International Farm Congress, American Live Stock Show, Southwest Jersey Cattle Breeders' Association and the 7th Regiment N. G., Mo., agree on site and fundamentals, and the Chamber of Commerce hereby appoints the following committee, representing the six organizations named to consider locations and report back to the Chamber of Commerce with recommendations."

The Committee appointed to carry out the provisions of the foregoing resolutions consists of the following:

Chairman, Col. M. A. Foster, 7th Regiment, N. G., Mo.
R. C. Greenlease, K. C. Motor Car Dealers' Association.
Guy Hall, National Tractor Show.
W. H. Weeks, American Royal.
W. I. Drummond, International Farm Congress.
F. J. Bannister, Southwest Jersey Cattle Breeders' Association.

It will be noted that upon this committee devolves the full responsibility for the selection of a site and for the determination of a general plan of a building. These are matters that the Board of Directors agreed should be settled by a small committee of most interested and best informed men on what the needs of their respective expositions are.

The conference of March 7 was marked by a wonderful display of confidence in the Chamber of Commerce as everyone of the visitors declared it the organization to lead the movement and to it they all pledged their support. President Parsons had asked if it was their preference to go ahead in their individual ways, with Chamber of Commerce cooperation, but they emphatically said no: that they wanted the Chamber of Commerce to be the directing influence and that they would cooperate with it.

Without exception the speakers for the motor car people, the Tractor Show and im-

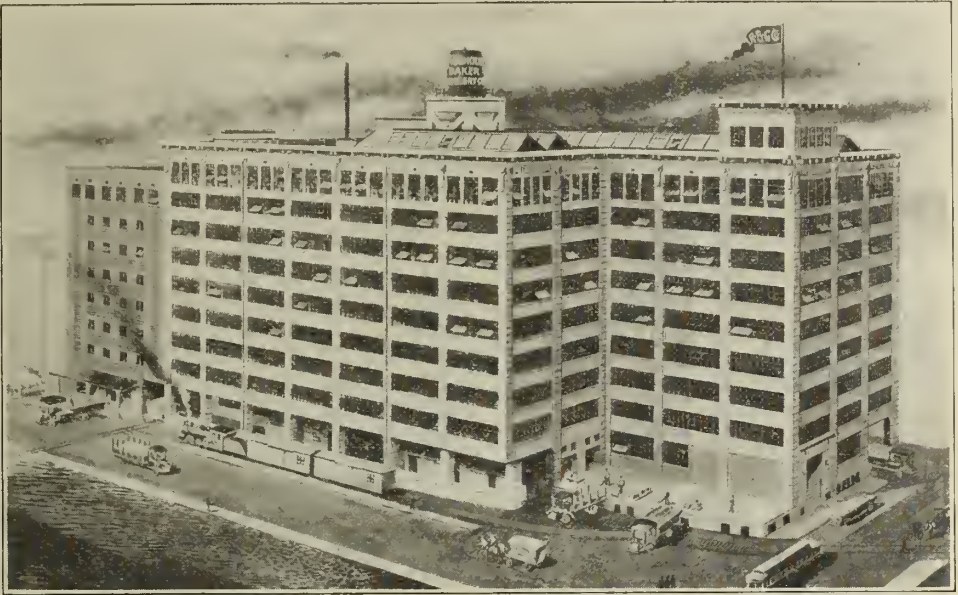
plement dealers, American Royal, Farm Congress and 7th Regiment, declared a new building necessary. They were each asked separately what space they had used this year, what space is needed in the future, how much it had cost to put on their annual shows and whether they would agree to cooperate with the others in an effort to reach a harmonious and definite conclusion, and whether they would join in whatever financial campaign might be necessary. On such questions as called for a "yes" or "no" answer, everything was "yes" and a new building is necessary. Those that so declared agreed to cooperate with the others and help finance it. The figures combined in the conference showed that an annual expense of not less and possibly considerably more than \$74,000 is incurred for the six organizations consulted—an amount that would have a substantial influence on the proposed exposition building.

It was the sense of those present that to continue to hold the automobile and tractor shows at the same time would be a serious mistake as each has grown to such proportions and attracts so many visitors that the hotel facilities of the city cannot accommodate two such attractions at one time.

No attention whatever was given to any of the many site propositions that had been filed by owners of property or their agents, nor was any discussion had as to the type of building or its cost. These were considered matters for which the committee of six was appointed. By the time this committee is ready to report the Board of Directors will have appointed another committee of the select and most influential business men of the city whose duty it will be to take over the responsibility of promoting, financing and constructing such an exposition building as Kansas City needs.

In the meantime the committee of six has met, organized with Colonel Foster as Chairman and J. M. Guild as Secretary and has gotten a good start on their big job. In serving the committee as Secretary Mr. Guild is doing so at the insistent request of Colonel Foster and his associates.

VISITING KANSAS CITY'S INDUSTRIES



RIDENOUR-BAKER GROCERY COMPANY.

THE Ridenour-Baker Grocery Company is Kansas City's oldest and largest wholesale grocery. The company was incorporated at Kansas City in October, 1878, and is now housed in a fine concrete fireproof building, 120x182 feet, nine stories and basement.

The company handles a full line of fancy and staple grocery sundries, known to the trade under three labels: the well known F.F.O.G. (First Fruits of the Garden), Punch and Pallas brands. They also manufacture their own lines of syrups, peanut butter, extracts, baking powder, spices and coffee.

Branch houses are maintained in Oklahoma City, Ok., Pueblo and Sterling, Col., with storage warehouses in Topeka, Kan., Albuquerque, N. M., Newton, Kan., and a small storage house at Tulsa, Ok. The plant employs 300 people in the office and factory, while 100 traveling salesmen handle the trade in the Kansas City territory. This includes all of Kansas, Missouri, southern Iowa, Oklahoma, southern Nebraska, Colorado, Arkansas, north and west half of Texas, Arizona, New Mexico and a part of Wyoming and Utah.

INFORMAL WAR CONTRACTS.

The passage of House Bill 13274 on February 27 authorizes adjustment of informal contracts entered into prior to November 12, 1918.

Briefly, the bill provides for the payment on a fair and equitable basis for the production, manufacture, sale, acquisition or control of equipment, material or supplies, or for services, or for facilities, or other purposes connected with the prosecution of the war when such agreement has been performed in whole or in part, or expenditures have been made, or obligations incurred by any person, firm or corporation prior to November 12, and where such agreements have not been executed in the manner prescribed by law. Pro-

vided, however, that in no case shall any award be made to include prospective or possible profits on any part of the contract beyond the goods and supplies delivered to and accepted by the United States and a reasonable remuneration for expenditures and obligations or liabilities necessarily incurred in performing or preparing to perform such contracts. All claims to be presented before June 30, 1919.

It is further provided that a Court of Claims shall have jurisdiction on petition of any individual, firm, company or corporation to find and award just compensation in such cases in the event that the individual, firm or corporation is not willing to accept the adjustment, payment or compensation.



THE 125 CHAMBER OF COMMERCE MEMBERS WHO MADE T
AS THE GUESTS OF GOVERNOR AND MRS. F. D.

WANTED—HOUSES.

One of Kansas City's big warehouse companies that has an opportunity to feel the pulse of the community as it is affected by incoming and outgoing of families sends in the following letter. While it tells of a serious situation, it is one of which Kansas City should be proud as it reflects a healthy condition, although hard on newcomers:

"Within less than thirty days' time the house and apartment situation in Kansas City will have become a serious problem. In ordinary times our patrons coming into the city make complaint that they are unable to find *desirable* places to live. Right now they are leaving off the adjective and are simply asking for a place to live.

In a few weeks, house-hunting among our own people is going to become a more popular pastime, and it is then we will begin to realize just how critical the situation is. Right now there is a larger number of families coming into Kansas City than for a number of years past, and available houses and apartments are simply not to be found.

Possibly some publicity in connection with this situation will result in building."

INDUSTRIAL OPPORTUNITIES.

A Toledo cabinet manufacturer desires to communicate with manufacturers' agents calling on wholesale and retail drug and hardware trade, as well as department stores, to handle their line of folding bath tubs, turkish and vapor cabinets, etc.

The Entomological Commission of Kansas has several hundred cords of dry oak and hickory wood, as well as an equal quantity of green wood of the same kind. Can also furnish second growth hickory for woodwork in sizes as desired.

Dunn and Bergland, San Francisco, Cal., desire to represent Kansas City manufacturers and dealers in San Francisco market. They are brokers in general merchandise.

NOTICE TO MEMBERS

The Co-operative Club will have use of the Renaissance dining room March 18. Chamber of Commerce members will be served in the south end of the Pompeian Room. The same luncheon price will prevail.



DOD FELLOWSHIP TRIP TO JEFFERSON CITY ON MARCH 4
NER. (Mrs. Gardner is shown in the photograph.)

LIMITED SUPPLY OF "THE NATION'S BUSINESS."

The Board of Directors has ordered and will have shortly a limited number of "The Nation's Business" giving in full the proceedings of the Trans-Mississippi Readjustment Congress held in Omaha last month. This will be a remarkable issue as it will give to those who were unable to attend the Congress a very good substitute for the meeting—the main speeches and what was done on the various subjects discussed, including resolutions. These copies are available to any member at twenty-five cents each and every business institution in the city should secure a few copies. Orders should be made on the following blank:

Mr. J. M. Guild, General Secretary.

Please accept an order for copies of the issue of "The Nation's Business" giving the proceedings of the Trans-Mississippi Readjustment Congress held in Omaha February 18-20, at twenty-five cents per copy.

Enclosed is check for \$..... in payment for same.

Name.....

Address.....

1919 Harvest of New Members

(Continued from last week.)

- Crane Chocolate Co. (Firm)
1227 McGee Street.
- Cranston, Ottley, School of Music
1006 McGee Street.
- Craven, Charles S. (Craven's Diamond Shop)
Waldheim Building.
- Crotty, E. R.
North Am. Life Ins. Co., 619 Rialto Bldg.
- Crowe Coal & Mining Co., J. R. (2 additional)
601 Dwight Building.
- Cummings, Ira A., Printer
110 Independence Avenue.
- Curtiss, George W.
Doric Theatre, 308 Walnut.
- Crutcher, Dr. John B.
925 Walnut Street.
- Cushman, Frank
Federal Board of Vocational Education, 316
Grand Avenue Temple.
- Cusack & Co., Thos. (1 additional)
15th and Highland.
- Cutino Drug & Sundry Co. (2 additional)
622 Wyandotte Street.
- D
- D. M. S. Motor Repair Co. (Firm)
2328 Grand Avenue.
- Dakota Oil & Refining Co. (Firm)
808 Waldheim Building.
- Daulton, G. H., auto repair
11 West 31st Street.
- Davis, Charles S.
Couch-Davis Realty Co., 308 Republic Bldg.
- Davis, Erschell C.
M-C Advertising Co., 714 Shukert Building.
- Davis, Frank A., Sec'y Ass. Highways of Am.
1020 Oak Street.
- Dean Coal Mining Co. (Firm)
614 Dwight Building.
- Denebeim & Sons, Louis (Firm)
1224 Oak Street.
- Dennis, Thomas S.
Thos. S. Dennis & Co., 1420 R. A. Long Bldg.
- Dickson Ins. Agency, F. A. (Firm)
317-18 Produce Exchange Building.
- Diehl, M. A., Auto Simonizing
17th and Locust.
- Dierks Lumber & Coal Co. (6 additional)
700 Gates Building.
- Donaldson, C. W.
Donaldson & Co., 1001-4 Gloyd Building.
- Donaldson, Lewin W.
Walter Donaldson Auction Co., 1432 Grand.
- Durall, Harry W., Lawyer
822 Scarritt Building.
- Dust Sprayer Mfg. Co. (Firm)
1222-1224 West 9th Street.
- Dutton, Dell D., Lawyer
721 Commerce Building.
- Duysing, A. F.
Noll-Welty Lumber Co., 6908 Independence
Road.
- E
- Eads, E. C.
Premier Motor Co., 1512 McGee Street.
- Easterday, S. H., Machine Shop
1628 Walnut Street.
- Eaton, L. W.
Herman Schmelzer Investment Co., 609 Vic-
tor Building.
- Eden, W. J.
Holland Piano Mfg. Co., Baltimore Hotel.
- Emrich, Louis
Emrich Novelty Co., 395 West 8th Street.
- Einhorn, Fred
James H. Forbes Tea & Coffee Co., 542 Wal-
nut Street.
- Elberg, H. C.
Post Office, Gateway Station.
- Electric Service Co. (Firm)
104 East 9th Street.
- Ellfeldt, A. F., Hardware
1219 McGee Street.
- Emerson-Brantingham Implement Co. (1 add'l.)
1308 West 12th Street.
- Empire Gas & Fuel Co. (3 additional)
915 Commerce Building.
- Empire Rubber & Tire Co. (Firm)
4th Floor, Coca Cola Building.
- Employers' Association (Firm)
229 Railway Exchange.
- English Tool & Supply Co. (Firm)
5th and Broadway.
- Epperson Underwriting Co., U. S. (4 additional)
1117 R. A. Long Building.
- Equipment Co., The (Firm)
1529 Walnut Street.
- Eubank, Dr. A. S., Dentist
721-22 Reserve Bank Building.
- Evans, O. M.
Enterprise Cabinet Co., 3407-9-11 East 18th.
- Eylar, Oliver H.
Eylar Bros., Undertakers, 1101 Main Street.
- F
- Falls, Clarence E.
C. E. Falls Service Co., 105 Navajo Bldg.
- Fargo, Charles R.
Irving-Pitt Mfg. Co., 411 East 8th Street.
- Faultless Engine Co. (Firm)
1511 Cypress Street.
- Fenlon, Thomas P., Lawyer
1104 Gloyd Building.
- Fidelity Savings Trust Co. (Firm)
Scarritt Building.
- Fields, Drs. J. P. and H. H., Dentists (Firm)
39th and Main Streets.
- Finch, Frank B.
Bankers Service Co., 201 Commerce Bldg.
- Findlay, W. W. H., Real Estate Broker
444 Lathrop Building.
- First National Bank (4 additional)
10th and Baltimore Avenue.
- Fisher Commission Co., E. D. (Firm)
326 Board of Trade Building.
- Fisher, C. V.
C. V. Fisher Grain Co., 604 B. of Trade Bldg.
- Flaigle, Louis
The Union Ave. Hdw. Co., 1309 Union Ave.
- Flint, Frank, Photo Supplies
3108 Main Street.
- Flint, John E.
Flint Finishing Co., 3110 Troost Avenue.
- Folger & Co., J. A. (2 additional)
2012-14 Baltimore Avenue.
- Fones, H. P., Insurance
401 Republic Building.
- Ford Laundry Co. (Firm)
1305-7-9 Virginia Street.
- Forman, J. F., Public Accountant
407 Commerce Building.
- Ford, H. C.
Tire Service Co., 1734 Grand Avenue.
- Forest Lumber Co. (1 additional)
1120 R. A. Long Building.
- Forrester, J. D.
Organic Petroleum Syndicate, 322 Scarritt
Building.
- Foster Lumber Co. (4 additional)
1410 R. A. Long Building.
- Fowler, Harry G.
Ins. Adjustment Co., 1507 Waldheim Bldg.
- Forrester-Nace Box Co. (2 additional)
8th and Wyoming.
- Frame, R. D.
Frames Detective Agency, 209 Glendale Bldg.
- Freeman, Harry R., Lawyer
1015 Scarritt Building.
- Friedman, David
Friedman Bros., Groceries, 604 Main St.
- Frye, Harry C.
Am. Ever-Ready Works, 3119 Tracy Ave.
- G
- Gant, J. R. & J. C. (Firm)
Home Life Ins. Co., 202 Commerce Bldg.
- Gannon, Joseph J.
Swinehart Tire & Rubber Co., 1809 Grand Av.
- Gatchell, Dr. W. H., Veterinary Surgeon
1714 Locust Street.
- Gates, George W.
Campbell-Gates Printing Co., 10th and
Wyandotte.

(Continued on following page)

1919 Harvest of New Members—Continued.

(Continued from page 194.)

- Geiss, Fred E.
Advance Electric & Mfg. Co., 1302 West 9th Street.
- Geis, Gustav
K. C. Boiler Works, 12-14 Garland Avenue.
- Gerrick, John
Gerrick & Gerrick Co., 2045 Wyandotte St.
- Gershon, Lou, Tire Salesman
2928 Charlotte Street.
- Giudici, R. Dan
K. C. Granite Monument Co., 4801 East 15th.
- Goodfarb, Harry
Western Chandelier Co., 1334 Grand Avenue.
- Goodyear Tire & Rubber Co. (Firm)
1419 McGee Street.
- Gosling-McCallum Construction Co. (Firm)
301 Brents Building.
- Gott, G. W.
The J. E. Hutt Contracting Co., 738 Railway Exchange.
- Graffey-Hoffine Clothing Co. (Personal increased to Firm)
1008 Grand Avenue.
- Gray, Adolph, Jeweler
918 Main Street.
- Gray, Edward B.
Kryder-Shepard Co., 405 Brokers Bldg.
- Green, T. B., Wholesale Grocer
1325 Union Avenue.
- Green Jewelry Co. (Firm)
1104 Walnut Street.
- Greenbaum, John S.
Eagle Tire Co., 1815 Grand Avenue.
- Gretzer, S.
Grand Pants Co., 114 East 12th Street.
- Grimes, Dr. W. P., Physician
929 East 10th Street.
- Grimsrud, A. O.
Wear-U'-Well Shoe Co., 2108 Central Street.
- Grover, John C., Lawyer
708 Searritt Building.
- Guaranty Cattle Loan Co. (Firm)
451 Live Stock Exchange.
- Guffin, Horace, Lawyer
Lynch, Kennedy & Guffin, 614 Ridge Arcade.
- Haglase, C. R., Furniture
12th and Locust Streets.
- Hahn Brokerage Co., Gus W. (Firm)
214 Produce Exchange Building.
- Hallman Printing Co. (Firm)
14 East 8th Street.
- Hall, J. C.
Hall Bros., Stationery, 1114 Grand Avenue.
- Hamilton, Dr. Buford G., Physician
816 Lathrop Building.
- Hamilton, E. G.
Seavey-Flarsheim Brokerage Co., 1317 St. Louis Avenue.
- Hammond, J. R., Coal, Grain, Feed
5512 St. John Avenue.
- Hanavan, L. P.
Janitors Supply Co., 2 East 14th Street.
- Hanicke Mfg. Co., P. W. (Firm) Surgical Appliances
1013 McGee Street.
- Hankey, E. D.
Mid-West Grocery Co., 817-819 Broadway.
- Harding, Dr. Ralph
K. C. Bird Store, Inc., 1421 Main Street.

(To be continued next week.)

Shall the Daily Luncheon Be Continued?

The Board of Directors is determined that the membership of the organization shall be the determining factor in regard to whether or not the daily luncheon service now conducted in the Renaissance Room of the Baltimore Hotel shall be continued.

A referendum has been ordered taken and the ballot is submitted herewith.

Every member is eligible to vote and should do so. In addition to voting "Yes" or "No" any suggestion that a member may make will be appreciated.

BALLOT

DAILY LUNCHEON

Indicate vote by use of an X in space provided

IN FAVOR OF continuing Daily
Luncheon for members and guests

☐

OPPOSED TO Daily Luncheon.

☐

Suggestions:

Member's Signature:

Legislative Bureau Bulletin No. 5.

By PIERRE R. PORTER, Director.

Progress of Legislation.

(March 13, 1919)

BILLS WHICH HAVE PASSED THE HOUSE.

- 67. Animals: Herding, grazing—bringing from other states, driving from one country or from one range to another in this state—penalty.
- 102. An act to prohibit the injuring of property, by destroying, misplacing, removing, defacing, or by obstructing in any manner the tracks and rails of railroad companies and providing a penalty therefor.
- 114. Time of holding court in the twenty-first circuit.
- 149. An act relating to penalties, how recovered, in damages for trespass.
- 150. An act to repeal section 5453 of article 2, chapter 38, of the Revised Statutes of Missouri, 1909, and enact in lieu thereof a new section to be known as section 5453. (Relates to commitment of party failing to pay fine.)
- 151. An act to amend section 5549 of article 3 of chapter 41 of the Revised Statutes of the state of Missouri, 1909, relating to notice of filing petition in organizing drainage and levee districts, by striking out certain words therein.
- 152. An act to repeal section 6423, article 6, chapter 46, Revised Statutes of the state of Missouri, 1909, relating to notice of depositions in perpetuation of testimony, and to enact in lieu thereof a new section.
- 153. An act to repeal section 6445, article 7, chapter 46, Revised Statutes of the state of Missouri, 1909, relating to the manner of giving notices to take depositions in establishing land boundaries, and enact in lieu thereof a new section.
- 154. An act to repeal sections 6539, 6540, 6541, 6542 and 6544, article 2, chapter 49. Revised Statutes of the state of Missouri, 1909, relating to fish and game and the keeping and selling of explosives—permits therefor, and providing punishments for violation of said sections.
- 155. An act to amend section 6605, article 2, chapter 50, Revised Statutes of the state of Missouri, 1909, relating to foods and drugs, and penalties for violation of certain statutes, by striking out of said section certain words at the end of said section.
- 156. An act to amend section 6627, chapter 51, Revised Statutes of the state of Missouri, 1909, in relation to the losing of money in dramshops, by striking out certain words in said section.
- 157. An act to amend section 6772, article 1, chapter 60, Revised Statutes of the state of Missouri, 1909, in relation to inspection of beer and the penalties for violations of said article, by striking out of said section certain words.
- 158. An act to repeal article 4, chapter 60, Revised Statutes of the state of Missouri, 1909, relating to the inspection of tobacco.
- 159. An act to amend section 3, of an act of the general assembly of the state of Missouri, 1911, approved April 7, 1911, and found in the laws of 1911, at page 261 and 262 relating to adulteration of non-alcoholic drinks, by striking out the word, "saccharin."
- 160. An act to repeal section 6881, article 1, chapter 61, Revised Statutes of the state of Missouri, 1909, relating to salaries and to enact in lieu thereof a new section.
- 161. An act to amend section 6883, article 1, chapter 61, Revised Statutes of the state of Missouri, 1909, relating to salaries of clerks in insurance department, by striking out certain words and inserting certain other words in lieu thereof.
- 162. An act to amend section 32 of an act of the general assembly of the state of Missouri approved March 30, 1911, found in laws 1911, page 286 to 301 relating to insurance—exemption of certain societies, by inserting certain words.
- 163. An act to amend section 6998, article 6, chapter 61, Revised Statutes of the state of Missouri, 1909, relating to stock and mutual and stock companies by striking out certain words and inserting certain other words in lieu thereof.
- 165. An act to repeal section 7210, article 1, chapter 63, Revised Statutes of the state of Missouri, 1909, relating to dramshops and providing that certain officers shall give information.

(Continued on page 197.)

LEGISLATIVE BUREAU BULLETIN No. 5.

(Continued from page 196.)

167. An act to amend section 7819, article 4, chapter 67, Revised Statutes of the state of Missouri, 1919, relating to hours of labor, payment of wages, penalties for violation thereof, by striking out of said section certain words.
168. An act to repeal section 7873, chapter 68, Revised Statutes of the state of Missouri, 1909, relating to landlords and tenants, and the recovery by the husband of the rents of the wife.
169. An act to repeal section 7926, chapter 68, Revised Statutes of the state of Missouri, 1909, relating to landlords and tenant and attornment of tenant to a stranger.
170. An act to amend section 8292, chapter 76, Revised Statutes of the state of Missouri, 1909, by striking out the word, "sealed."
171. An act to amend section 8299, chapter 77, Revised Statutes of the state of Missouri, 1909, relating to married women and the earnings of her minor children in certain cases, by striking out said section certain words.
172. An act to amend section 8317, article 1, chapter 78, Revised Statutes of the state of Missouri, 1909, relating to medicine and surgery, and giving the state board of health authority to issue and revoke licenses to practice medicine, by striking out of said section certain words.
173. An act to amend section 8400, chapter 80, Revised Statutes of the state of Missouri, 1909, relating to mills and millers and rates of toll, by striking out of said section certain words.
174. An act to repeal section 8402, chapter 80, Revised Statutes of the state of Missouri, 1909, in relation to mills and millers and the use of hand bolting machines.
175. An act to repeal section 4018, article 3, chapter 35, Revised Statutes of the state of Missouri, 1909, as repealed and re-enacted by an act of the general assembly of the state of Missouri, approved March 30, 1911, as found in the session acts of 1911, at page 171, relating to time of holding court in the third judicial circuit, and to enact a new section in lieu thereof.
183. An act to repeal article 14, chapter 84, Revised Statutes of the state of Missouri, 1909, as amended by the act of the general assembly of the state of Missouri, 1913, approved March 26th, 1913, relating to licensing plumbers in certain cities in this state, and being sections 9670, 9671, 9672, 9673, 9674, 9675, 9677, 9678, 9679, 9680 and 9681.
206. An act to amend section 31 of an act approved on the 25th day of March, 1913, entitled, "An act to repeal article 3 of chapter 84 of the Revised Statutes of Missouri of 1909, with all amendments thereto, said article being entitled, 'Cities of the second class,' and to enact in lieu thereof a new article providing for the government of cities of the second class," striking out the words "a majority" where said words appear in the eighth and ninth lines of said section 31, as said section 31 appears in pages 445 and 446, laws of Missouri of 1913, and inserting in lieu thereof the words "two thirds."
219. An act to amend an act entitled "an act to repeal an act entitled "an act to repeal an act entitled 'An act to repeal chapter 83, Revised Statutes, 1909, entitled "Motor Vehicles," and to enact a new chapter in lieu thereof on the same subject.
484. An act to amend section 3937, article 2, chapter 35, Revised Statutes of the state of Missouri, 1909, as amended by an act of the general assembly of the state of Missouri approved March 30, 1911, relating to the jurisdiction of the supreme court and the courts of appeals, by striking out certain words at the end of said section.
485. An act to amend section 869, chapter 7, of the Revised Statutes of the state of Missouri, 1909, in relation to arbitration, by striking out of the second line of said section, between the word "infants" and the word "and" the words "married women."
486. An act to amend section 2288, article 19, chapter 21, Revised Statutes of the state of Missouri, 1909, concerning the duties of clerks of inferior courts in cases of appeals, by inserting certain words therein.
487. An act to repeal section 3229, article 2, chapter 33, Revised Statutes of the state of Missouri, 1909, relating to foreign and nonresident railroad companies, and prohibiting the transfer by them of causes from the state to federal courts, and the bringing by them of suits in the federal courts against citizens of this state.

(Continued on page 198.)

ELECTION Y. M. D. OFFICERS.

At a meeting of the Executive Committee of the Young Men's Department March 10, the following were appointed a nominating committee to place in nomination eighteen names from which nine executive committeemen will be elected:

T. Percy Bryan, Gray-Bryan-Sweeney Coal Company, Chairman.

Cady L. Daniels, Cady & Olmstead Jewelry Company.

Dawson Campbell, U. S. Water & Steam Supply Company.

E. B. Berkowitz, Berkowitz Envelope Co.

W. F. Thompson, Thompson Cigar Co.

David M. Lighton, Woolf Brothers.

Herman Ritterhoff, Kansas City Home Telephone Company.

L. E. Holland, Holland Engraving Co.

Howard Harbison, Harbison Mfg. Co.

The election will take place on or about April 1st.

MISSOURI PRESS CONVENTION.

What a Jefferson City editor thinks of Kansas City as a convention city was brought out when the manager of the Convention Bureau of the Chamber of Commerce called on Mr. B. Ray Franklin, one of the editors of Daily Capital News, recently. Mr. Franklin, who is also secretary of the Missouri Press Association, said when the association held conventions in Kansas City they were universally credited with being more successful and resulting in more delightful experiences than conventions held in other cities.

On the wall of Mr. Franklin's office was a photographic reproduction of a scene at R. A. Long's Lees Summit farm taken April 18, 1915, when the Missouri Press Association was the guest of the business men in Kansas City.

EXPOSITION**SITES INVITED.**

The Committee on Exposition Building is inviting propositions for ground for a permanent show building suitable for all the big expositions now being or that may be held in Kansas City. This committee held its organization meeting on March 12 at the call of Col. M. A. Foster, who is Chairman. Other members of the committee present were R. C. Greenlease, F. J. Bannister, W. H. Weeks, W. I. Drummond and R. F. Crawford, representing Guy Hall. General Secretary J. M. Guild of The Chamber of Commerce was there by invitation to present the various propositions that had already come to the Chamber. All of these have been turned over to the committee as upon it devolves the entire responsibility for agreement on a site.

Specifications.

In submitting propositions, members are advised that an area of not less than 75,000 square feet is needed, a central location is desirable, with accessibility and street car transportation as two important factors. Railroad trackage is also desirable or, if not available, proximity to a sidetrack would answer. The advertising value of the location will also be a factor, as the committee, all other things being equal, would prefer a location where there is lots of travel. In submitting any proposition a full description of the property should be given, supplemented by blue prints and what the ground will cost.

When the location has been determined, the same committee will then consider the general requirements of a building, after which report and recommendations will be made to The Chamber of Commerce for financing and promoting the proposition through another committee.

LEGISLATIVE BUREAU BULLETIN No. 5.

(Continued from page 197.)

488. An act to amend section 2286, article 19, chapter 21, Revised Statutes of the state of Missouri, 1909, relating to costs in cases of appeals by inserting certain words therein.
489. An act to repeal section 3939, article 2, chapter 35, Revised Statutes of the state of Missouri, 1909, relating to the transfer of causes from one appellate court to another.
490. An act to amend section 5316, article 15, chapter 37, Revised Statutes of the state of Missouri, 1909, relating to errors as to time and place of imprisonment, by striking out of said section certain words and inserting therein certain other words in lieu thereof.
492. An act to amend section 3845, article 1, chapter 35, Revised Statutes of the state of Missouri, 1909, relating to courts of record by adding thereto certain words.
493. An act to repeal sections 4053 and 4054, article 3, chapter 35, Revised statutes of the state of Missouri, 1909, relating to the collection of a docket fee in certain counties in this state.
468. An act to provide for the issuing of vacation employment permits.

Y. M. D. Report at Luncheon

THOSE who attended the Y. M. D. luncheon at the Hotel Baltimore on last Wednesday were advised to "take with a grain of salt any criticism you hear about the United States army from the generals down." The speaker was Capt. Charles Edwards, a Kansas City man, who became familiar with the French and the British lines as an assistant chief in the intelligence department in the world war. He said it was the experience of the department that most of the criticism heard in its work could be traced to aliens.

"Of course the army made mistakes," said Captain Edwards, "but look what we did to the enemy when we did some things wrong. God help 'em if we had done everything right.

"The American soldier is the finest individual fighting man in the world. When he goes forward he takes all with him. He astonished the old world. No nation on earth is more thought of than America and no nation will be watched more closely."

Captain Edwards declared a good citizen is one who will leave his home when needed by his country, and that he wants to be well received when he returns to his home.

"I have been well received," he said, "and if America wants to give any other nation a good licking, I'm going to be there."

Captain Edwards assured Chairman Frank C. Marqua he will tell the Y. M. D. of his work in the intelligence department at one of its evening smokers.

Mr. T. Percy Bryan, chairman of the nominating committee, announced that cards were in the mails for those who desire to register in order to vote for the Y. M. D. executive committee about April 1. That the Y. M. D. approves of the proposed nominating committee of nine was evident from the applause that followed the reading of their names by Chairman Bryan. The men on the committee are:

Mr. Bryan said four motor trips to nearby towns for this summer are being planned by the trade extension committee. He re-

viewed the work of the division since its organization several years ago. He said in part:

"The Y. M. D. was formed as an auxiliary to the Chamber of Commerce to provide new blood, goodfellowship and sociability. The membership grew steadily until it was made a regular department of the Chamber.

"The Y. M. D., believing that one trade extension trip a year was not enough for the Chamber, originated the motor trips to nearby territory. This movement greatly benefited Kansas City because it enabled us to become acquainted with our neighbors, who like the goodfellowship of the division. Goodfellowship was also the motive of the Intercommunity League established by the Y. M. D. under the leadership of Mr. Malcom Lowry.

"The department of agriculture of the Chamber was placed under the Y. M. D. during the last fiscal year. One of the first things the division did under the agricultural work was to put across the "Wheat Won't Wait" campaign last summer, supplying labor for the farmers of Kansas and Missouri.

"The Y. M. D. is now divided into three divisions, membership, trade extension and entertainment. The members have proved themselves worthy to take care of membership by their success in the recent membership drive when 900 new members were added."

Mr. William A. Osgood, chairman of the Entertainment Committee, provided enjoyment by showing a Mack Sennet comedy entitled "East Lynne with Variations." Mr. A. B. Sinclair of R. G. Dun & Company led the members in singing old favorites.

VICTORY SPECIAL.—The earlier a man decides to go on the Trade Trip, May 4-10, the sooner and better can he perfect his plans for advertising, etc., to insure maximum benefit from the trip.

RAILWAY MEN'S MEETING.

The next convention of the American Train Dispatchers' Association will be held in Kansas City as the result of the attendance of a representative of The Chamber of Commerce Convention Bureau at the

semi-annual meeting of the organization in St. Louis on February 19

Mr. S. R. Bunch, chief dispatcher of the Chicago & Alton railroad and secretary of the association, was in Kansas City a short time ago to confer with the Convention Bureau.

POLICE PAY.

The Board of Directors has endorsed the Keenan bill increasing the pay of the police force in round numbers \$25.00 a month. At present a man enters the police force as a probationary policeman for a period of two years at a salary of \$65.00 per month. This is less than is paid to day laborers who clean the streets and who work only eight hours a day, while a policeman is on duty twelve hours. In addition, the policeman is compelled to buy his uniform and equipment.

It can readily be seen that the pay is inadequate to attract the class of men who are good policeman material. The Keenan bill should have the active support of every member of the Chamber.

PLAN DEMOBILIZATION OF SERVICE FLAG.

The members of the Chamber may soon have opportunity to participate in a very impressive and dignified ceremony known officially as the "Demobilization of the Service Flag." This has been conducted in several of the cities and the Y. M. D. Executive Committee is securing all of the necessary particulars.

Due notice to the membership will be given through The Kansas Citian.

VICTORY SPECIAL.—The Trade Extension Trip planned for May 4-10 affords every business man a chance to meet his out of town customers in their own places of business.

Floor Tax

BOND TO

U.S. Govt.

We issue Surety Bonds covering payment of Floor Tax under new Federal Revenue Act. Bonds issued at this office. Immediate attention given. Write us or call us on phone.

FIDELITY AND DEPOSIT CO. OF MD.
Kansas City Branch Office, 310 COMMERCE BLDG.
Both Telephones, M. 1446. JAS. VAN BUREN, V-P.

WE WILL PAY YOU \$50.00 A WEEK

during any period you are kept away from
business, either from accident or illness,

and from \$5,000 to \$12,000 in case of Accidental Death

The Business Men's Accident Association

W. T. GRANT, Secretary

Gumble Building

Both Phones Main 4243

Special System Exhibit of Purchasing Agent's Systems

And Model Purchasing Agent's Office

Now on our floor. Call and see this exhibit. Bring with you anyone interested in the new methods of handling P. A. Records.

YAWMAN & ERBE MFG. CO.

1011 McGEE STREET

KANSAS CITY, MO.

Need Envelopes? Write Phone BerkowitzADDRESS
SAVERCATALOGUE
ENVELOPE

COMMERCIAL

FOR EXTRA
HEAVY MAIL

Berkowitz
Envelope
Company
KANSAS CITY, MO.

TRAFFIC LUNCHEON.

Harry A. Palmer, editor of the *Traffic World*, will be the speaker at the Chamber luncheon Wednesday, March 19.

This luncheon will be devoted to Traffic matters entirely, in line with the policy of the Chamber to assign various luncheon dates to the various departments.

Mr. Palmer, as editor of the *Traffic World*, occupies a prominent position before the shipping public. His magazine, which is weekly, is devoted to the interests of the shipping public, and the regulation of carriers, and enjoys a preeminent position with the shipping public and the Interstate Commerce Commission. The views of the traffic world, as expressed through its editorial columns weekly, are directed along a constructive program, expressing the views generally of the shippers.

C. C. CLEMONS PRODUCE COMPANY
Kansas City, Missouri

The Kansas Citian
Chamber of Commerce
Kansas City, Mo.
Gentlemen;

The writer wants to compliment the Kansas Citian on the tax chart published in the center of the magazine this week.

The writer makes it a point to read every issue as it comes to his desk, and finds quite a lot of valuable information in it every week.

Yours very truly,
(Signed) E. J. McNamara.

The members of the Chamber generally, as well as those whose time is particularly devoted to traffic matters, will be afforded a great treat in the opportunity of hearing Mr. Palmer, whose talk will be on railroad problems of the day.

**For the first time in 16 years, an opportunity is given the public to buy
Stock in the Clagett Storage and Transfer Co.**

We are doing the largest and most profitable business in our history.

We have just purchased what we believe is the best warehouse trackage property in Kansas City.

For general expansion, including adding to our realty, and equipment we offer for sale \$25,000.00 Preferred 7% cumulative, profit participating stock.

Our present earnings are several times the amount necessary to pay the 7%, and with the larger capital, they should be greatly increased—and you benefit in this increase.

Authorized capital, \$75,000, of which \$43,000 is paid up, and the remainder is subscribed by the officers. Each officer has just paid cash for additional stock. They now offer \$25,000 of stock for sale to the public. **SHARES, \$100 EACH.**

With no war contracts, our business is increasing as follows:

45% Gain in 1917 over 1916.

56% Gain in 1918 over 1917

and still gaining in 1919 with steady and satisfactory profits.

Call or write us for further information. Send check to the company for amount you desire to subscribe.

Merchandise Warehousing and Distributing

C. C. DANIEL, Pres. and Treas.
W. A. SAMMIS, Secretary

Branch House for Factories
Space Merchants



FROM YOUR
FACTORY



TO YOUR



WHOLESALE

SOUTHWEST



RETAILER

CUSTOMERS



CONSUMER

The "Service Symbol"

Telephones
MAIN 3002

1316 West 8th Street

Clagett Storage & Transfer Co.

Traffic and Transportation

REFORM IN CLAIM POLICY.

Acknowledged by his action that the situation respecting loss and damage and overcharge claims is deplorable, Director-General Hines has taken another step to show shippers that he desires to return to pre-war conditions and service by appointing a committee to consider the whole subject of such claims. The committee is composed of Max Thelen, Director of Public Service; E. H. DeGroot, of the Division of Operations; Robert C. Wright, Traffic; E. Marvin Underwood, Law, and J. W. Newell, Accounting. They are to consider the subject from the bottom up and revise instructions to guide claim agents in handling that class of claims.

DEMURRAGE CHARGES.

Demurrage charges at Kansas City in the future will be billed against the last party handling the car. This is the gist of a resolution recently adopted by the Kansas City Local Agents' Association. For the information of shippers generally we reproduce below a letter received from the Agents' Association:

"There has been a great deal of confusion covering the subject as to what firm would pay demurrage charges on cars that were re-consigned or turn-over order given.

"While a considerable portion of these have been on hay, there have also been quite a number on produce, coal and other commodities.

"That it may be distinctly understood to whom the carrier may look to collect demurrage on cars that have been handled in the above in the future, the following resolution was adopted at the meeting of this association of the 26th ultimo, and it will become effective immediately.

"Kansas City Lines will recognize but one firm in assessing and collecting demurrage charges. The bill will be rendered against firm who furnishes final disposition, either in re-consigning or in final unloading. This will possibly avoid complications which did arise on the former Bulletin."

TRANSPORTATION COMMITTEE OF BOARD OF TRADE MEETS.

The Transportation Committee of the Board of Trade and the Grain Committee of the Local Freight Agents' Association held a joint meeting Tuesday afternoon, March 11, at the Department of Traffic.

Various transportation and traffic problems relative to handling of grain were discussed.

SHIPPERS' REPRESENTATIVES ON TRAFFIC COMMITTEES MEET.

The transportation commissioner has returned from New Orleans where he attended a conference of shippers members of the Railroad Administration Freight Traffic Committees, with Director Thelen, of the Division of Traffic.

At New Orleans Mr. Sangster also attended the spring meeting of The National Industrial Traffic League.

DEPARTMENTAL ITEMS.

G. E. Bishop has succeeded H. W. McKee as general rate clerk in the Department of Traffic. Mr. Bishop comes from the Inland Traffic Service, War Department, with which he has been connected the past six months. Previous to that he was with the T. & P.-I. & G. N., and before that with the Missouri Pacific.

Mr. McKee will be with the Sales Department of the Sinclair Coal Company.

KEYTESVILLE, MISSOURI.

Keytesville, Missouri, which is on the Wabash, will in future be limited to Tuesdays, Thursdays and Saturdays in the forwarding of merchandise.

All should amend their Sailing Day Schedules accordingly.

FRANK E. PARK PTG. CO.

"The House that makes Type Talk"

Commercial Printers
Designers

Home Phone Main 2554

1031 Wyandotte Street, K. C., Mo.

SCHOOLEY

30 Per Cent Discount on
One Large Lot of Office

Both Phones Desks and Chairs
Main 510

K. C. House and Window Cleaning Co

Edward E. Carpenter, Manager

Home Main 6246 Bell Grand 691

1308-10 WALNUT STREET

Western Newspaper Union

Advertising—Stereotypers

Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field.

ADVERTISING RATES

on application.

304 W. 10th St.

Both Phones, Main 193

TRAFFIC DEPARTMENT.

(Continued from page 202.)

MATTERS BEFORE

DISTRICT COMMITTEES.

St. Louis Committee.

Docket 500—Proposed to correct description of wall board item 1410 W. T. L. tariff 1-L to read "Wall Boards (fiberboard, pulpboard or straw-board and wood combined.)" (March 19).

Docket 502—Proposed to establish on sulphuric acid, C.L., from Kansas City and Argentine to Blackwell, Okla., rate of 25c per 100 lbs. March 19).

Docket 505—Proposed to establish cotton seed oil rates on peanut cooking oil, corn cooking oil and soya bean cooking oil between points in Arkansas, Missouri and Oklahoma. (March 19).

Omaha Committee.

Docket 132—Proposed to establish on fertilizer, viz: dried blood and packing house tankage, C.L., to Colorado Common points from Missouri River points 28c, Mississippi River points 42c per 100 lbs. (March 16).

Dallas Committee.

Docket 675—Proposed to amend fabrication rule, S. W. L. Classification exceptions 1-H, to provide that fabrication point must be in direct line of movement. (March 18).

San Francisco Committee.

Docket 1077—Proposed to readjust rates on canned goods, C. L., from Utah common points as follows: (March 11).

To Chicago.	87½c
To Peoria.	84½c
To Mississippi River.	81½c
To Missouri River.	62½c

RATES AUTHORIZED.

Rates Authorized.

Rate Advice 1791—Authorizes 75 per cent of the fat sheep rates on stock sheep, C. L., from Kansas City and other Missouri River points to C. B. & Q. stations, Corinth to Duff, Mont., inclusive.

Rate Advice 1813—Authorizes rate of 47c per 100 lbs. on vegetable oils, C. L., from Kansas City to Texas common points.

Rate Advice 1835—Authorizes rate of 11c per 100 lbs. on ice, C. L., from Kansas City to Sioux City, Ia.

Rate Advice 1843—Authorizes E. B. Boyd to publish his tariff, 143 I. C. C. A-980, effective on five days' notice. This issue will name distance rates on ice, C. L., applicable between points in various western states, including Missouri, Kansas, Nebraska, etc.

VALUE OF
MEMBERSHIP CARD.

So invaluable has the Kansas City Chamber of Commerce membership card of Dr. W. A. Wilson, New York City, been to him that he would not be without one for a day. Dr. Wilson, who is acting assistant surgeon in the Custom House, writes:

General Secretary,
Chamber of Commerce,
Kansas City, Mo.

Sir:

The enclosed card now expired has been of great service to me on innumerable occasions.

I would appreciate a new card if the old rule that those in the service are carried as members still holds good.

Respectfully,

(Signed) W. A. WILSON,
Acting Assistant Surgeon.

W. H. Hendricks, Pres. L. E. Best, V.-P.
Carl E. Best, Sec'y-Treas.

ALLEN STAMP, SEAL & MFG. CO.

Rubber Stamps, Seals, Stencils

Baggage, Key and Metal Trade Crecks,

Brass and Steel Dies, Badges, Etc.

Stock Certificates and Corpora-

tion Supplies.

Both phones Main 963 804 Delaware St.

SEND TO

SQUIRE ELECTRICAL CO.

FOR

Electrical Repairs for
Everything Electrical

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EDW. W. SIMON CO.

Direct Distributors

"PANAMA"

CARBON PAPERS-INKED RIBBONS

1035 Wyandotte St.

McCLINTOCK'S RESTAURANT

Why not have your next luncheon
in the

ROMAN ROOM?

Centrally located. Cafateria or service.

TWELFTH AND WALNUT STREETS

Transportation Problems and Foreign Trade

will be the subjects dealt with
at the

Bi-Weekly Luncheon

Wednesday, March 19, 12-15 P. M.

Francis I Room, Hotel Baltimore.

SPEAKERS:

Mr. HARRY A. PALMER

Editor of Traffic World, Chicago,
a recognized national authority on the transportation
problems of the day.

Mr. WALTER PARKER

of New Orleans,
mainspring in the organization of the Mississippi Valley
Foreign Trade Association.

REGULAR TABLE d' HOTE LUNCHEON, 75c.

Y. M. D. Registration

Members:

The annual election of the Young Men's Department will take place about April 1. Only those who are registered as affiliated with the Y. M. D. may vote. A return card is provided for your use.

This registration applies not only to this election but to the entire year's work of the Y. M. D. This work consists mainly of Entertainment, Membership and Trade Extension activities. But the election in April is the first order of business, and only those who register now with the Y. M. D. are entitled to vote.

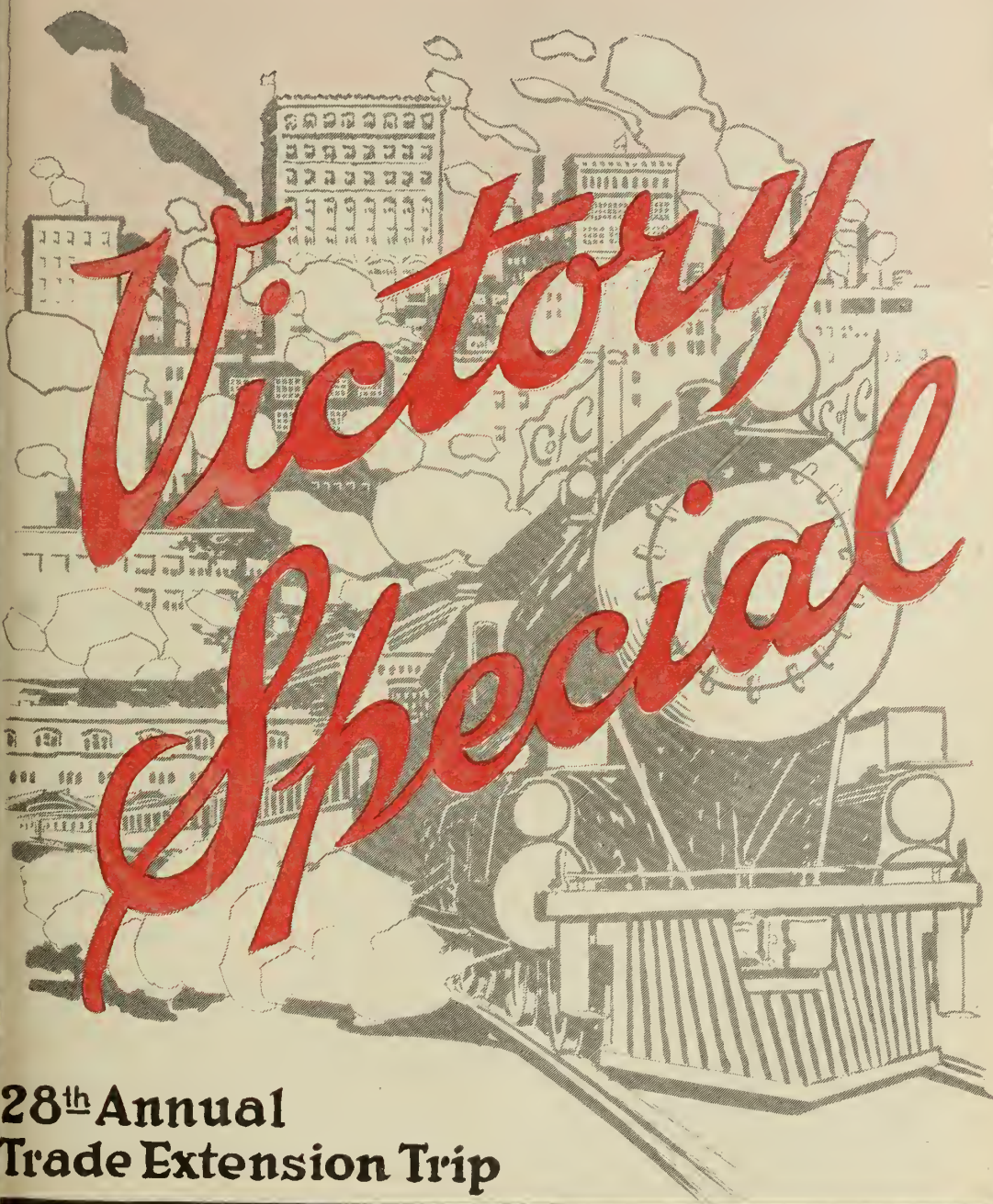
The nominating committee has already been appointed and within a few days will announce the names of the 18 candidates from which 9 are to be elected as Executive Committeemen for the fiscal year beginning October 1, 1919.

Ballots will be sent only to those who register with the Y. M. D. **Return your card today.**

F. C. MARQUA, Vice-President.

Attend the Smoker, Baltimore Hotel, Thursday, March 20, 7:30. p. m.

The KANSAS CITIAN



THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE.....50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

OFFICERS.

President.....B. A. PARSONS
First Vice-President.....CLIFF C. JONES
Second Vice-President.....S. B. ROBERTSON
Third Vice-President.....C. W. LONSDALE
Fourth Vice-President.....H. J. WATERS
Fifth Vice-President.....JAMES KETNER
Sixth Vice-President.....F. C. MARQUA
Treasurer.....W. S. McLUCAS
General Secretary.....JOHN M. GUILD
Ass't to the President.....E. M. CLENDENING
Industrial Commissioner.....E. W. MENTEL
Transportation Commissioner.....R. D. SANGSTER
Civic Secretary.....WALTER MATSHECK
Agricultural Commissioner.....O. K. QUVEY
Manager Bureau of Publicity, Conventions
and Retail.....LOUIS W. BUCKLEY

DIRECTORS.

F. A. BAKER C. W. LONSDALE
F. J. BANNISTER F. C. MARQUA
HARRY L. BENJAMIN W. S. McLUCAS
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GEO. H. BUNTING S. B. ROBERTSON
BRUCE FORRESTER SAM B. SEBREE
E. L. FOUTCH E. R. SWEENEY
CLIFF C. JONES JOHN M. TOWNLEY
JAMES KETNER H. J. WATERS
FRED M. LEE A. C. WISER
FRANK WITHERSPOON, Jr.

CONSIDERING CIVIC MUSIC.

The Board of Directors at their meeting last week discussed the matter of having a Committee on Civic Music to work with the various musical organizations in the city.

Several definite propositions were considered and are being taken up with individuals who are prominent in the musical world of Kansas City to ascertain their views.

Honor Roll

THE Roll of Honor of members of the Chamber of Commerce who went to the front in the Great War appears in full in this issue. This list of names is of those who went to the front in any uniformed branch of the army, navy or other service of the nation. To go further than this would be to add the name of almost every prominent man and woman in Kansas City for the reason that they all gave such splendid service. But the Honor Roll is of those members who on call of their country left their homes and their business to fight for their Country.

The preparation of this list has been a difficult task, on account of the large membership and the fact that the men slipped quietly away without making any report to the Chamber. The list is believed to be correct, but if any member will send in any one name that should be added, the publication of the list now, before it is put in form to be hung in the Chamber of Commerce rooms for all time to come, will be justified.

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"Victory Special"



AT THE head of the 1919 big Trade Extension Trip to be conducted in May are three men—Harry S. Frazer, Chairman; J. W. Jenkins III, and W. Malcom Lowry, Vice Chairmen. These three constitute the Executive Committee, and have general direction over the following committee organization:

FINANCE.

Don Ricksecker,
Chairman
Frank L. Severance
Stanley H. Ferguson
W. L. Brackett
G. D. M. Jones
Proctor Masters
H. H. De Vault
Ed P. Madorie
L. H. Landers
T. J. Van Deusen

MUSIC.

George F. McKenney,
Chairman
Howard P. Harbison
Frank N. Levens
Geo. N. Douglas
Guy O. Seaton
A. P. Denton
Guy C. Davis
Virgil S. Ferguson

ADVERTISING.

Lou E. Holland,
Chairman
Louis W. Buckley
R. C. Marley
G. Schmierer
Arthur C. McCruan

BADGES.

Whitney Goit,
Chairman
D. W. Lightou
J. F. Waite

TRANSPORTATION.

R. D. Sangster,
Chairman
T. P. Bryan
Milton H. Luce
R. P. Rogers
M. Lee Marshall
Jerry Culbertson
Ed Canack
W. W. Metcalf

COMMISSARY.

Myron A. Loewen
Chairman
Clarence Barhydt
Harry F. Navran
Bert L. Hupp
V. P. Harkrader
W. O. Norman
Walter Wood
Minor D. Woodling
Royal Fillmore

OPERATION.

F. B. Uhrig,
Chairman
F. C. Mitchell
W. H. Scarritt
O. W. Thomas
C. H. Minor
E. J. Powell
Chas. A. Peake, Jr.

WANT NO FURTHER FEDERAL SUPERVISION.

A communication from the United States Fuel Administration, Oil Division, Washington, received by the Board of Directors last week called attention to the fact that unless further provision is made, federal control over natural gas will cease. Two questions were asked—the first as to whether or not

it is desirable that there should be in the future some Governmental supervision of the distribution of natural gas, analogous to that exercised by the Fuel Administration during 1918-1919? If so, what? The second question was contingent upon an affirmative reply to the first, but the Board of Directors agreed that no extension of federal supervision is desired.

COMMITTEE TO FINANCE EXPOSITION BUILDING.

The Board of Directors at each of its last two meetings has discussed the selection of a chairman, as well as the full personnel of a committee to promote a new exposition building such as may be agreed upon by the committee now considering sites and general plan of building for exposition purposes.

It is planned to have a committee of some twenty-five of the most influential business men of Kansas City take hold of the proposition when the proper time comes. It is expected that this committee will be completed and announced by the time the smaller committee is ready to report.

IMPROVE KANSAS CITIAN.

The Kansas Citian will be continued in its present form insofar as the nature of its contents is concerned. It will continue to be a bulletin of Chamber of Commerce news, instead of being a weekly magazine such as some chambers of commerce issue. This fine point was discussed and determined by the publicity committee at a meeting held March 10, and later approved by the Board of Directors. It is proposed to keep the members of the Chamber informed on what the organization is doing through its various departments, rather than run each week one and two-page articles on a limited number of subjects.

But The Kansas Citian is to be improved, if the appointment of a committee for its improvement means anything for the future. This committee consists of Messrs. L. E. Holland, Homer E. Paris, S. J. Siebens, with Chairman F. C. Sharon of the Publicity Committee; General Secretary J. M. Guild and Publicity Manager L. W. Buckley, ex-officio members. It has been a matter of common consent for some time that the form of The Kansas Citian can be improved, especially its front cover, and to that committee will give immediate attention with the idea of making the appearance of the paper conform to the standard of its contents.

RESUME DAYLIGHT SAVING.

On account of Congress having adjourned without repealing the Federal Act providing for the moving forward of the clocks one hour on the last Sunday in March, this will prevail again this year. As a matter of fact, opposition to the threatened repeal was so great that even if Congress had acted upon it, it is likely that the illegitimate rider to the Agricultural Appropriation Bill would have been killed. When it becomes effective next Sunday it will continue during the seven summer months.

INTER-CITY COMMITTEE ON THE JOB.

Unlike some committees, the Inter-City Committee is averse to publicity of what it is doing. It is only fair, however, to the committee to apprise members that it is attending to the objects for which it was appointed.

In another way it is unlike the average committee, as it does not spend its time entirely around a meeting table, but out in the open inspecting the physical nature of the various propositions with which it has to deal.

A tour of inspection was made on the afternoon of March 13 with Messrs. C. L. Brokaw, N. N. Dalton, R. R. Stiles of the Kansas side, and Messrs. F. C. Sharon, chairman; W. L. Eastlake, Leon Smith, R. P. Woods, Civic Secretary; Walter Matscheck and General Secretary J. M. Guild.

Considerable time was spent looking over the elevated structure of the street railway company, part of which it is proposed to raze to the street level. The James Street viaduct situation was also looked into, both ends of the structure so far completed being visited. The committee has outlined a definite plan of action to follow looking at the suggestion of solutions of inter-city problems.

At its meeting March 20, the Inter-City Committee, with its representatives from both sides of the river, considered further the proposal to tear down a portion of the elevated railroad structure in the West Bottoms. The committee is very anxious to make a recommendation on this project which will be to the best interests of the two cities. The only reason for tearing down the road is that it is reported to be unsafe. The committee is making a great effort to ascertain definitely whether the structure is in such shape that it cannot be used for a few years longer when the Railways Company may be in a better financial condition.

No definite action was taken in the meeting except to arrange for further meetings and to take the matter up with city officials.

LOCATING "EXPO" BUILDING.

The committee to agree on location for and type of building suitable for the biggest shows to be held in Kansas City meets for the third time tonight, at the call of Colonel M. A. Foster, Chairman. At this meeting it is possible that an agreement will be reached on a site. After that the committee will determine the nature and general layout of the building for the site chosen.

GOOD ROADS LEGISLATION.

The Board of Directors has approved the action of the Missouri Hard Roads Association to put up at the next general election in 1920 the \$60,000,000.00 bond issue for building a state system of hard surfaced roads. By so doing the bonds will cover a 30-year period, whereas if they were issued as an "emergency measure," as was at first advocated, the bonds would have to be liquidated in a 13-year period, which fact alone made the "emergency measure" impossible.

Meanwhile the McCullough Road bill seems to be the most constructive Good Roads Legislation now pending before the State Legislature and the merits of this bill are now engaging the committee's attention.

RETURN LOADS BUREAU.

The Return Loads Bureau Questionnaires prepared by the Good Roads Committee in co-operation with a like committee from the Kansas City, Kansas, Chamber of Commerce have been approved and are being mailed to truck owners in Kansas City trade territory.

These questionnaires aim to determine of what practical value a Return Loads Bureau will be to the territory and if the need for such a Bureau is disclosed by the questionnaires as they are returned, a Bureau will be established operating with the Chamber of Commerce as its headquarters.

LEGISLATIVE COMMITTEE ACTS.

The Legislative Committee at its meeting on March 20 recommended to the Board of Directors that it go on record as opposing H. B. 420, known as the co-defendant bill, which makes an insurance company carrying a liability policy a co-defendant whenever suit is filed against the holders of such liability policies.

Opposition was also recommended to H. B. 725 which is a bill requiring inspection of boilers at the place at which they are made.

On the other hand, the committee recommended the approval of S. B. 323 which is the mortgage recording tax bill.

Approval was given of the activities of the Chamber in pushing constitutional amendments which have been proposed to the Legislature providing greater charter making powers for Kansas City and for increases in the limit of bonded indebtedness.

INDUSTRIAL OPPORTUNITY.

The Compania de Minerales y Metales, S. A., which is the Mexican Branch of the American Metal Company, Limited, has opened a commercial branch at Monterrey, N. L., Mexico. They desire to represent manufacturers in Mexico as exclusive agents.

Who Will Attend National Chamber Meeting?

ANY member of The Chamber of Commerce of Kansas City is eligible to attend the sessions of the 7th Annual Meeting of the National Chamber of Commerce to be held in St. Louis April 29-30, May 1. This will be a wonderful gathering and it is expected that the Kansas City delegation will be a large one. To be sure, not every one who attends will be entitled to vote, but that is not the most important feature in attending such a meetin. The local Chamber is entitled to but then delegates. As many more will be appointed alternates.

The great value of the meeting lies in the opportunity to sit in and enjoy the proceedings. Anyone who desires to and can attend the meeting, either all or a part of the time, should detach the following coupon and mail to the General Secretary. The earlier this is done the better on account of the already overwhelming demand for hotel accommodations. This meeting will bring together some 4,000 business men from all over the United States.

DETACH ON THIS LINE.

J. M. Guild, General Secretary

Chamber of Commerce.

Please enroll me for attendance at the 7th Annual Meeting of The Chamber of Commerce of the United States, to be held in St. Louis, April 29-30, May 1.

Please make hotel reservation for me as follows:

.....

Name.

Business.

DEADLOCK ON CONSTITUTION.

What can be done to break the deadlock which threatens to defeat the new constitution proposition in the Legislature, is the question that is puzzling the New Constitution Committee of the Chamber. It seems that nearly all of the legislators are agreed that Missouri needs a new constitution, but still at the present time the bill providing for the first step has not yet passed out of the committee and there is strong possibility that it will not.

The Chamber of Commerce has taken the position that a new constitution can in no possible way be partisan. It is difficult to see how the Legislature can take a different view. A constitution should be a matter entirely above and greater than any political party. No constitution with any possible chance of securing a favorable vote from the people could contain anything giving an advantage to any party.

The need for redistricting the state may be acknowledged, but such redistricting can in no way affect what will go into the constitution. Particularly would the non-partisan nature of any convention be guaranteed by the proposal to make the ballots for electing the delegates non-partisan. How to bring the Legislators to this view is the problem the Committee is now working on. It is possible that the committee will go to Jefferson City, yet the Legislature is convinced of the need for the new constitution. The best possible method is for everyone interested in securing a revised constitution to write to members of the Legislature and convince them that a constitution should not be delayed by party disputes.

Y. M. D. SMOKER.

The Y. M. D. "Smoker" held last Thursday evening brought out an attendance of something over one hundred of the active members of the Young Men's Department. Its purpose as briefly stated by Vice-President F. C. Marqua, who presided, was that in addition to being called together to enjoy a social hour, an opportunity was afforded to meet and know the candidates for the new Executive Committee.

Mr. Marqua addressed a personal word to the candidates, outlining the wonderful opportunity that the nine who may be elected will have for service, and impressing on them that it will call for a great deal of their time, thought and energy. He made it clear that if they can not give it their attention they should not accept, because of the responsibilities that will come to the Department during the year that will date from October 1, 1919.

TWO CONSTITUTION AMENDMENTS.

Two amendments to the State Constitution of especial interest to Kansas City are pending before the Legislature. If passed they will come before the people in 1920.

The first is embodied in Senate Joint and Concurrent Resolution No. 9. This measure is the amendment submitted to the voters of Missouri last year by initiative petition for increased charter making powers for Kansas City. It was put on the ballot by the Chamber of Commerce. With all the other amendments voted on at the November election, it was defeated. If the resolution passes the Legislature, there will be another opportunity to vote on amendment.

The second amendment is embodied in Senate Joint and Concurrent Resolution No. 10. This is the amendment providing an increase in the bond limitation of cities over 75,000 population. Kansas City has been urging this for a number of years. It has been endorsed by the Chamber of Commerce through a referendum vote of its members. It has been endorsed also by practically every civic organization in Kansas City, as well as by the city government. Every city which it would affect is in favor of it. In respect to public improvements Kansas City is lagging. Increased bonding power is the necessary remedy. Particularly is an increased bonding power necessary at the present time for the improvement of water works. Several million dollars should be spent at once in enlarging and improving the water supply.

The Chamber of Commerce is urging the Legislature to pass these amendments and submit them to the people.

NEW CONCERN.

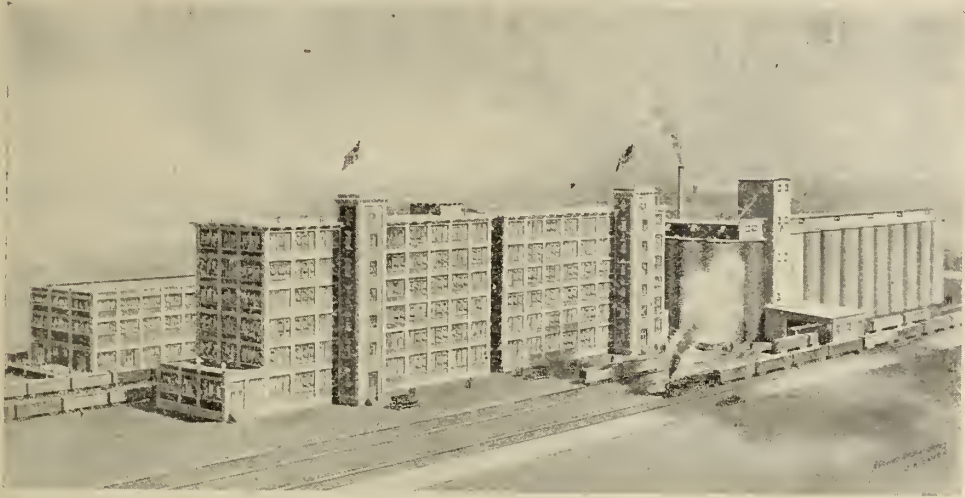
The Galion Metallic Vault Company of Galion, Ohio, manufacturers of steel grave vaults, shipping cases and other supplies used by funeral directors, have opened a western distributing branch in Kansas City, and have leased floor space in the Southwest Warehouse.

A large stock of steel grave vaults will be carried so that immediate shipments can be made to neighboring states.

Mr. E. J. Funk, 4124 Troost Avenue, their Missouri representative, is in charge.

There were then introduced Messrs. Sam B. Sebree and A. C. Wiser, the only two ex-chairmen of the Y. M. D. present, followed by the introduction of the eighteen candidates. The balance of the evening was enlivened by a characteristic talk by Arthur Killick, moving pictures, cigars and popcorn.

VISITING KANSAS CITY'S INDUSTRIES



THE SOUTHWESTERN MILLING COMPANY, INC.

The above cut shows the plant of The Southwestern Milling Company, Inc., the largest mill in the Southwest, and one of the most modern equipped in the United States. The mill was established in May, 1906, with a daily milling capacity of 3,600 barrels. With the completion of their new mill July 1st, 1919, the capacity will be increased to 7,200 barrels per day, and an elevator capacity of 750,000 bushels. The plant is located at 18th and Kansas avenue and covers a ground area of 150,000 square feet.

Wheat flour and cereal products are manufactured, the flour being known under the trade name "Aristos" and the cereal products as "Heckers."

Branch offices are maintained in New York City, Boston, Pittsburg, Chicago, Cleveland, St. Louis, Memphis, Joplin and DePere, Wis., all of these being supplied from the Kansas City mill.

A large export business is also conducted, the export trade covering all of Europe, West Indies, Mexico, Central America, and the northern parts of South America and Africa, and amounts to 350,000 barrels of flour per year.

TO ISSUE TRADE DIRECTORY.

By action of the Industrial Committee at its last meeting the Department of Industries will shortly issue a new trade directory of everything manufactured in Kansas City. This will be an alphabetical list of everything made in Kansas City, and the name of the manufacturer. It will be somewhat similar to "The Golden Book" issued by the Commercial Club years ago.

Copies of the book will be distributed as widely as possible to purchasing agents throughout the country, a copy will be placed in the hands of every foreign consul, as well as distributing them to all local manufacturers. It is expected that with the distribution of this book, local manufacturers will find articles manufactured right here in Kansas City which they can use in their business and which they have in the past been purchasing out of town.

WANTED—GARDEN HOES.

The Industrial Department is desirous of locating a Kansas City manufacturer who would be interested in making a new garden hoe. This is a proposition which has been before the Inventions Committee and has been approved by that committee "as a good mechanical proposition and with features not possessed in other hoes."

The hoe is the invention of John F. Newman, Edwardsville, Kansas, and Mr. Newman is anxious to locate some one in Kansas City who would manufacture the hoe for him and he will take care of the selling end.

Attend the National Foreign Trade Council in Chicago, April 24-26. Get in touch with the Industrial Commissioner.

STATE BOARD OF HEALTH.

The following quotation from "Social Hygiene," a bulletin of the Public Health Service, is just one more reason why the State Board of Health bills and other health bills now in the Legislature should be passed. Missouri is not one of the states listed as receiving Federal aid. There is now about \$35,000 available for Missouri when proper state laws are passed, and more will be made available later.

"Hawaii has just qualified under the regulations quoted on page 7, and will receive an allotment for venereal disease work. Other states now at work with the aid of their allotments are:

State—	Amount paid to each.
Alabama	\$23,247.15
Arizona	2,221.95
Arkansas	17,117.43
California	25,850.72
Colorado	8,687.57
Connecticut	12,120.57
Delaware	2,199.81
Florida	8,182.47
Georgia	28,368.56
Illinois	61,308.38
Indiana	29,366.62
Iowa	24,194.56
Kansas	18,385.42
Kentucky	24,897.77
Louisiana	18,008.89
Maine	8,071.80
Maryland	14,084.18
Massachusetts	35,603.94
Michigan	30,555.01
Minnesota	22,569.18
Mississippi	19,540.22
Montana	3,088.76
Nebraska	12,962.79
Nevada	890.22
New Hampshire	4,681.54
New Jersey	27,586.61
New York	99,090.89
North Carolina	23,988.94
North Dakota	6,274.30
Ohio	51,832.61
Oklahoma	18,017.23
Oregon	7,315.04
Rhode Island	5,899.80
South Carolina	16,476.71
South Dakota	6,348.61
Texas	42,367.08
Vermont	3,870.31
Virginia	22,415.90
Washington	12,416.85
West Virginia	13,277.04
Wisconsin	25,375.70
Wyoming	1,587.05

FIRE ALARM SYSTEM.

Kansas City is the only city in the country with a population of more than 200,000 that does not have a telegraph fire alarm street box system. There are only seven cities in the country with a population of over 30,000 that do not have such a system. In Kansas City dependence for turning in fire alarms is placed on the telephones, police alarm boxes, and private alarm systems. All of these systems are considered as merely auxiliaries to a real alarm sys-

"A CHARGE TO TRUST AND CONFIDENCE."

It was with this heading that the following letter was received by the Chamber of Commerce from the Helping Hand Institute, one of the twenty-four institutions participating in the funds collected for local charities last November, and which are now being distributed through the Chamber's Charities Committee. The letter gives a good illustration of the character of work that the fund is supporting.

"Ordinarily, we are not looking to the North Side, with its itinerant lodging house population, to exhibit striking evidences of honesty and appreciation, but here is a record of honorable dealing by the men who patronize the Helping Hand Institute, that inspires confidence in human nature:

"1,004 men during the past twelve months, who had jobs, but no money to pay for their board, asked the Helping Hand to tide them over until pay day, when they promised they would pay for their meals and lodgings. There was nothing to enforce the payment of these obligations, but the personal honor of the men. In fact, most of the men were strangers to the officers of the Institution.

"Of the 1,004 men thus benefited, 798, or 79 per cent, paid \$880.65, or 89 per cent of the money. Of those who did not pay, some wrote letters or went to the Helping Hand to explain that on account of sickness or other reasons, they were unable to meet their obligations.

"This week the Institution received a letter from a man it was instrumental in saving. The letter speaks for itself, and in part, is as follows:

"I enclose draft for \$25.00, which you so kindly advanced to me. I want to assure you that assistance given me while I was in Kansas City is deeply appreciated. I want to tell you something of my present position. I have nine salesmen working under my sole direction; am receiving a salary of \$3,500.00 per year and am making good!"

"This is Kansas City's institution and our citizens can take just pride in sharing in the good work it is doing."

tem by fire department and insurance experts.

The great objection to these systems is that at night, particularly in a wholesale or business section like the West Bottoms, it might be almost impossible to find a telephone on which to turn in an alarm if a fire was discovered. It would almost certainly mean a delay in turning in the alarm—a delay which might prove disastrous. Such delays have been a common occurrence in Kansas City.

These facts have been so strongly presented to the Fire Prevention Committee of The Chamber of Commerce and the Board of Directors that the Committee has recommended, and the Board has approved, a campaign to have a complete fire alarm installed as soon as possible.

City Legislation

LIST OF RESOLUTIONS FOR PUBLIC WORK

Sent To the Board of Public Works for Adoption March 14th, 1919.

Artificial Stone Curbing.

Wabash both sides from south center line 49th to north center line 50th.

Artificial Stone Sidewalk.

Main street east side from south center line 38th to north center line 39th. (Like Plans.) Poplar Avenue east side from south center line 24th to north center line 26th. Troost Avenue from west side south center line 31st to north line Linwood. (Like Plans.)

Sheet Asphalt Pavement.

18th street from east line Indiana to west line Cleveland.

18th street from west line Cleveland to east line Jackson.

Indiana from south line 40th to south line 43d.

Brick Block Pavement.

Prospect Avenue from north line 35th to north line 39th.

Portland Cement Concrete Pavement.

46th street from east line Broadway to west line Wornall Road.

Wabash Avenue from south line 49th to north line 50th.

Bituminous Macadam Pavement (Repave.)

79th street from east line The Paseo to west line Brooklyn, South.

Combined Concrete Paving and Curbing.

Virginia Avenue from south center line of 47th to south line of Davis Place.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORK.

Sent to the Board of Public Works For Adoption March 14th, 1919.

Grading.

Alley between Charlotte and Campbell from 25th to 26th. \$447.

Artificial Stone Curbing.

27th street both sides from east line Van Brunt Blvd. to west center line Topping. \$448.

Artificial Stone Sidewalk.

13th street both sides from east center line Liberty to west line Hickory. \$449.

Sheet Asphalt Pavement.

27th street from east line Van Brunt Blvd. to west line Topping. \$450.

Work to be Done by Kansas City Without Contract 1 Year.

Repairing and Maintaining Asphalt Pavement. Olive street from south line 31st to north line 35th. \$452.

Tracy Avenue from south line 13th street to north line 15th. \$453.

Repairing and Maintaining Concrete Pavement. Howard street from east line Indiana to west line Cleveland. \$454.

Alley between Lydia and The Paseo, from 13th to 14th. \$455.

Alley next north of 27th street from a point 117 feet west Cleveland to west line Cleveland. \$456.

Alley next north of 19th street from east line Woodland to south line of Alley between 18th and 19th, in Barnes Addition. \$457.

Hearing of Property Owners April 1st, 1919.

LIST OF RESOLUTIONS FOR PUBLIC WORK

Sent to the Board of Public Works For Adoption March 18, 1919.

Artificial Stone Curbing.

Broadway both sides from south line 44th to north line 47th.

Artificial Stone Sidewalk.

18th street north side from south line Lister

CITY TRAFFIC TO CITY PLANNING COMMISSION.

Instead of limiting the effort now being made to improve street traffic conditions to the questions of parking automobiles this way or that way, in this district or that district, the Board of Directors of the Chamber of Commerce believe the subject big and broad enough to warrant more comprehensive action. This is based on the fact that the city is growing fast, that so far traffic has followed the lines of least resistance and that no supervisory body has decreed anything except in interest of the boulevards.

The Industrial Department is now working on an industrial map of the city, but unless some provision is made by municipal agencies, it will not be possible to show traffic ways other than the limited number established today, certainly nothing for the future. This is considered by the Board of Directors more or less the function of the City Planning Commission, and the Board has accordingly communicated with the Commission with a formal request that it give consideration to the city traffic problem as it should be anticipated for many years to come.

to north line Brighton.

Sheet Asphalt Pavement.

Broadway from south line 44th street east to north line 47th

Forest Avenue from south line 42nd to north line 43rd.

Asphalt Concrete Pavement (On Old Concrete Pavement.)

39th Street from east line The Paseo to west line Prospect.

Concrete Combined Paving and Curbing.

Liberty from south line 47th street to north line 48th.

WORK TO BE DONE BY KANSAS CITY WITHOUT CONTRACT.

Repairing and Maintaining Asphalt Pavement. 16th street from east line Main to west line Grand.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORK.

Sent to the Board of Public Works For Adoption March 18, 1919.

Artificial Stone Curbing.

Ramona Avenue both sides from east line Van Brunt Blvd. to west center line Oakley. \$458.

29th street both sides from east line Van Brunt Blvd. to west center line Oakley. \$459.

Portland Cement Concrete Pavement.

Ramona Avenue from east line Van Brunt to west line Oakley. \$461.

29th street from east line Van Brunt to west line Oakley. \$462.

Re-Surfacing Brick Pavement With Asphalt Concrete.

Indiana Avenue from south line 10th street to north line 12th. \$463.

Pacing Business Street. Brick Block Pavement.

Wyoming street from north line 16th street to 123 feet south of south line of vacated 19th street, west. \$464.

Hearing of Property Owners April 4th, 1919.

1919 Harvest of New Members

(Continued from last week.)

American Brokerage Co. (Firm)
421 Lathrop Bldg.
Birdhaven Farms (Jersey-Duroc Hogs) (Firm)
890 Grand Avenue Temple.
Burrell Engineering Co. (Firm)
604 Security Bldg.
Carpenter, Dr. Mont Clair.
708 Waldheim Bldg.
Cisher, Dr. Amos T.
510 Chambers Bldg.
Ford & Doan (Grocery Brokers) (Firm)
1106 Union Ave.
Gutting, E. E.
Motor Sales Co., Coca Cola Bldg.

H

Hare, S. Herbert, Landscape Architect
Hare & Hare, 604 Gumbel Building.
Hargis, B. L.
B. F. Hargis Grain Co., 307 B. of Trade Bldg.
Harley, A. E.
Western Printing Co., 1417 Main Street.
Harper, P. B.
Croysdale Grain Co., 303 B. of Trade Bldg.
Harrison, Dr. N. O., Surgeon
638 Lathrop Building.
Hart, David, Investments and Securities
611 Shukert Building.
Hatch, P. E., Hatch & Middlebrook
408 Hall Building.
Hatfield Resilient Wheel Co. (Firm)
205 East 18th St.
Haungs, Edward H., Fish and Poultry
3307 Troost Avenue.
Harvey, W. J.
Harvey Paint & Glass Co., 520 Main Street.
Hayden, Dr. John G., Surgeon
Hatch, P. E.
Hatch & Middlebrook, 408 Hall Bldg.
810 Rialto Building.
Hayes, John B., Tires
30th and Cherry and McGee Road.
Haysler, Arthur C.
K. C. Hdw. & Supply Co., 509 Main Street.
Hayward, G. E.
Columbia Mills, 817 Broadway.
Healdton Petroleum Co. (Firm)
404 Commerce Building.
Heinly, Lloyd W.
Heinly & Kanoff, 549 Main Street.
Hendrick, J. L. (Oil)
207-8-9 Scarritt Arcade.
Henry, Dr. Charles F., Veterinary Surgeon
1524 Cherry.
Herdlinger, N. D.
Great Western Accident Insurance Co., 401-
402 Scarritt Building.
Herman, S., Merchant Tailor
401 East 11th Street.
Hess, Albert, Retired
3648 Campbell Street.
Hey, John, Ellsworth Theater
2510 East 39th Street.
Hicks, Bill
Bill Hicks Catering Co., 3300 Troost Avenue.
Higgins, F. W., Manufacturer of Oil Burner
807 East 15th Street.
Hirsch, A. W., Printer
1012 Baltimore.
Hixon-Connelly Studios (Personal increased to
Firm)
1115 Baltimore Avenue.
Hobbs, D. T., Transfer Business
1404 St. Louis Avenue.
Hill, A. Ross (non-resident)
University of Missouri, Columbia, Mo.
Hoffman Music Co., Carl (Firm)
1015 Grand Avenue.
Holland, O. L.
Commonwealth Life Insurance Co., 424-425
Shukert Building.
Honaker, H. W.
Office, Chief National Bank Examiner, 1515
Commerce Building.

Hoover, A. B.
Hoover Bros. School Supplies, 922 Oak.
Hocver, W. G.
A. C. Davis Grain Co., 211 B. of Trade Bldg.
Hornbaker, G. S.
A. B. D. Motor Co., 1830 Grand Avenue.
Horton, E. D.
Hort-Tenn Co., 401-3-5 Gloyd Building.
Hough, George H., Hotel
1702 Main Street.
Hoyland, George W., Flour Co.
607 New England Building.
Hoyland, Geo. W., Flour Co. (Firm)
607 New England Building.
Huffman, C. H.
Huffman Printing Co., 811 Baltimore Avenue.
Hubach, A. L.
Hubach Cabinet Co., 1522-24 Holmes Street.
Huffman, C. H., Huffman Ptg. Co.
811 Baltimore Avenue.
Hunt, Clyde E.
Penn Mutual Life Ins. Co., 695 Shukert Bldg.
Hunt, E. S.
Mineograph Sales Agency, 702 Grand Ave.
Hurley Lumber Co., R. J. (Firm)
406 Keith & Perry Building.
Hull, Dr. J. W., Dentist
609 Commerce Building.
Hurst, H. E., Oil Producer & Refining
312-19 Lathrop Building.
Hutt, E. F.
The J. E. Hutt Contracting Co., 735 Railway
Exchange Building.
Hutterer, Fred, Restaurant
20th and Main.
Hyde, Philip
Hyde & Co., Produce, 110 East 4th Street.

I

Ingham Lumber Co. (Personal increased to Firm)
1017-19 R. A. Long Building.
Inman Box Co. (Firm)
201-3 Delaware.
Inter-State Casket Co. (Firm)
315-17 Delaware Street.
Inter-State Bindery Co. (Firm)
408-10 Admiral Boulevard.
Israel, Charles
Israel Motor Transfer Co., 551 Walnut St.
Iuen, Dr. F. J., Physician
638 Lathrop Building.

J

Jackson County Mutual Loan & Bldg. Assn.
(Firm)
723 New York Life Building.
Jackson, Jay M.
Jackson-Vreeland Land Co., 426 Lathrop Bldg.
Jacoby, Clark E., Consulting Engineer
Shukert Building.
Jameson, George
Mecca Coffee Co., 215 East 14th Street.
Jamison, Howard L., Lawyer
Jamison, Ostergard & Jamison, 426 N. Y.
Life Building.
Jaudon, Ben, City Treasurer
First Floor, City Hall.
Jenkins, W. D.
Healdton Petroleum Co., 404 Commerce Bldg.
Jensen, N.
Jensen Trunk Co., 102 West 9th Street.
Jewell, L. R., Flourist (Personal increased to
Firm)
201 Postal Telegraph Building.
Jobes, C. S., Banker
922 Baltimore Avenue.
Joers, W. H.
Hoefer Jewelry Co., 1009 Walnut Street.
Johnson, Guy W.
Johnson Furnace Co., 1425 Agnes Avenue.
Johnson, Donald W., Lawyer
414 Grand Avenue Temple Building.
Johnson & Lucas, Attorneys (Firm)
312 Keith & Perry Building.
Johnston, George H., Nursery Stock
418 Reliance Building.

(Continued on page 218.)

Railroads and Foreign Trade

IT WAS necessary again last week to turn some late comers away from the Wednesday luncheon. This was even after they had run in a lot of extra chairs and lined them up along both sides of the speakers' table. It was a great gathering of business men interested in two of the biggest problems of the day—what may or should be done with the railroads and how to promote foreign trade for Kansas City.

Two of the best authorities in the country were the speakers, Mr. H. E. Palmer of Chicago, Editor of the "Traffic World," and Mr. Walter Parker, General Manager of the New Orleans Association of Commerce.

Second Vice President Charles W. Lonsdale, the head of the Chamber's Traffic Department, presided. In opening the meeting he confessed that when the Government took over the control of the railroads during the war he had believed that the troubles of the shipper would be greatly minimized if not done away with, but that since the issuance of Order No. 28 every city and every rate in the country is now out of line, and that with "sailing day plans" and "re-routing plans" and innumerable other factors, the whole transportation situation has been disrupted. He called attention to the service given through the Traffic Bureau, available to every member, and in introducing Transportation Commissioner R. D. Sangster, stated that the closing of the off-line agencies during the war had more than doubled the applications made daily for rate quotations.

Mr. Sangster gave a brief description of the working organization of that department, how it has ten divisional committees, each with a chairman who in turn constitute the Traffic Council. He enumerated the working staff and pointed out that the activities of the Department include all of the industrial and commercial lines in the city as distinguished from some other cities where such lines as grain and live stock are segregated.

His brief outline of the general purposes of the Department, dealing as it does with the securing of adequate and satisfactory passenger, freight and express service into and out of Greater Kansas City, as well as terminal operations within the switching limits by steam and electric lines, was the most convincing little statement that the membership has had of the value of and necessity for a department to guard the commercial welfare of the city.

Mr. Parker was introduced as the main-spring of the recently organized Mississippi Valley Association through which it is intended to establish a north and south route for foreign trade as against the long established east and west movement. Mr. Parker went immediately to the bottom of his subject, showing that the Mississippi Valley has a fundamental trouble which it has

neglected for a lot of more technical troubles: that if shippers will develop the greater use of the Mississippi River and its main tributaries, they will find it a great economic service as against paying freight charges for hauling export traffic east and west over mountain ranges.

He portrayed strikingly what the Mississippi Valley amounts to in its relation to the rest of the country by figures showing that it has 51 per cent of the voting strength of the country, 41 per cent of its area and 70 per cent of its production, that united, this great Empire can get anything it demands, and from now on it should demand instead of ask, and when it does get its rights they should not be accepted as favors. He referred briefly to the old and still prevailing practice of shipping all raw material to the East, there to be manufactured and sent overseas, that on account of this transaction the West gets but small profit while the East is highly developed industrially and financially thereby.

"Great development will come to the Mississippi Valley through the Association just formed, and this Association is going to accomplish the big things for which it was organized, because the cities of the Valley have gotten together," declared Mr. Parker. As New Orleans' contribution to the success of the movement he reported now asking for fifty-four more monthly sailings.

Mr. Parker closed his brief remarks by calling attention to the first annual meeting of the Mississippi Valley Association to be held in Chicago, April 23, at which it will be further perfected as the Valley's supreme weapon; that this meeting will be immediately followed by a three-day conference of the National Foreign Trade Council at which all minds will be devoted to the problem of foreign trade. He urged that Kansas City "play the game" with the Mississippi Valley Association, that it do not let the Missouri River movement go on the rocks, but that its organization and funds be kept intact.

Mr. Palmer was then introduced and chose as his subject "The Immediate Rail-

(Continued on page 222.)

COMMITTEES:

EXECUTIVE.

Harry S. Frazer, Chairman
W. Malcom Lowry
John W. Jenkins III

FINANCE.

Don Ricksecker, Chairman
Frank L. Severance
Stanley H. Ferguson
W. L. Brackett
G. D. M. Jones
Proctor Masters
H. H. DeVault
Ed. P. Madorie
T. J. VanDeusen

ADVERTISING.

Lou E. Holland, Chairman
Louis W. Buckley
R. C. Marley
G. Schmierer
Arthur C. McCrum

BADGES AND INSTRUCTIONS.

Whitney Goit, Chairman
D. W. Lighton
J. F. Waite

MUSIC.

Geo. F. McKenney, Chairman
Howard P. Harbison
Frank N. Levens
Geo. N. Douglas
Guy Q. Seaton
A. P. Denton
Guy C. Davis
Virgil S. Ferguson

COMMISSARY.

Myron A. Loewen, Chairman
Clarence Barhydt
Harry F. Navran
Bert L. Hupp
V. P. Harkrader
W. O. Norman
Walter Wood
Minor D. Woodling
Royal Fillmore

TRANSPORTATION.

R. D. Sangster, Chairman
T. P. Bryan
Milton H. Luce
R. P. Rogers
M. Lee Marshall
Jerry Culbertson
Ed. Camack
W. W. Metcalf

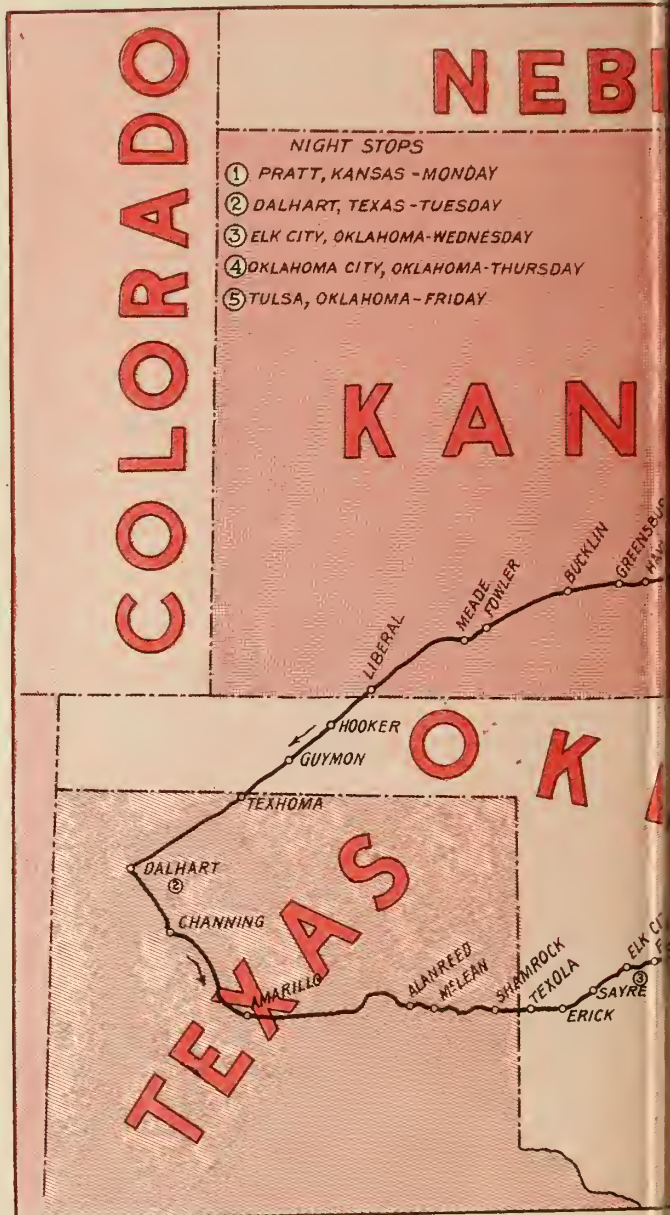
OPERATION.

F. B. Uhrig, Chairman
F. C. Mitchell
W. H. Scarritt
O. W. Thomas
C. H. Minor
E. J. Powell
Chas. A. Peake, Jr.

"Victory"

MAY

Twenty-eighth Annual



NIGHT STOPS

- ① PRATT, KANSAS - MONDAY
- ② DALHART, TEXAS - TUESDAY
- ③ ELK CITY, OKLAHOMA - WEDNESDAY
- ④ OKLAHOMA CITY, OKLAHOMA - THURSDAY
- ⑤ TULSA, OKLAHOMA - FRIDAY

COST OF

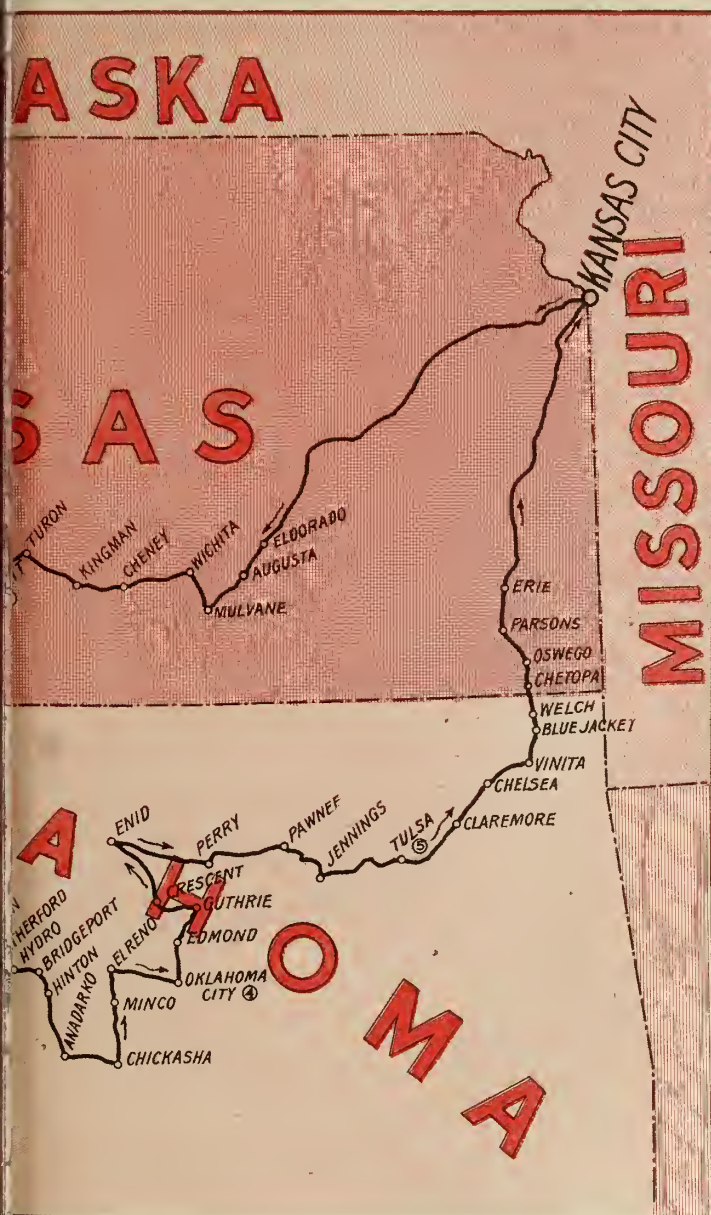
This covers transportation
share of general expense of bands.

Reservations should be made
the maximum advertising, and per

Special"

10, 1919

Trade Extension Trip.



ITINERARY:

Monday, May 5. Kansas City
Eldorado, Ks.
Augusta, Ks.
Mulvane, Ks.
Wichita, Ks.
Cheney, Ks.
Kingman, Ks.
Turon, Ks.
Pratt, Ks.

Tuesday, May 6. Pratt, Ks.
Haviland, Ks.
Greensburg, Ks.
Bucklin, Ks.
Fowler, Ks.
Meade, Kas.
Liberal, Ks.
Hooker, Okla.
Guymon, Okla.
Texhoma, Tex.
Dalhart, Tex.

Wednesday, May 7. Dalhart, Tex.
Channing, Tex.
Amarillo, Tex.
Alanreed, Tex.
McLean, Tex.
Shamrock, Tex.
Texola, Okla.
Erick, Okla.
Sayre, Okla.
Elk City, Okla.

Thursday, May 8. Elk City, Okla.
Foss, Okla.
Clinton, Okla.
Weatherford, Okla.
Hydro, Okla.
Bridgeport, Okla.
Hinton, Okla.
Anadarko, Okla.
Chickasha, Okla.
Minco, Okla.
El Reno, Okla.
Oklahoma City, Okla.

Friday, May 9. Oklahoma City, Okla.
Edmond, Okla.
Guthrie, Okla.
Crescent, Okla.
Enid, Okla.
Perry, Okla.
Pawnee, Okla.
Jennings, Okla.
Tulsa, Okla.

Saturday, May 10. Tulsa, Okla.
Claremore, Okla.
Chelsea, Okla.
Vinita, Okla.
Blue Jacket, Okla.
Welch, Okla.
Chetopa, Kans.
Oswego, Ks.
Parsons, Ks.
Erie, Ks.
Kansas City

TICKET \$150.

alman berth, meals, tips, and prorata
venirs etc.

once in order to give each participant
him to get his own advertising ready.

New Members—Continued from Page 214

- Jones, Harry W.
K. C. Refining Co., 519 Dwight Building.
- Jones, Logan, Dry Goods Co. (Firm)
710-16 Main Street.
- Jones & Sons, R. B. (2 additional)
416 R. A. Long Building.
- Jordaan, Walter, Insurance
2801 Wyandotte Street.
- Josephson, Archie
Victory Theater, 105-7 East 12th Street.
- Judd, W. E.
106 West Armour Boulevard.
- K
- Kackley, C. M.
Elijah Robinson, 611 Commerce Building.
- Kagey, R. G.
Baker Motor Car Co., R. & L. 3501 Main St.
- Kahl, G. C.
Thermal Efficiency Co., 1416 Main Street.
- Kansas City Bolt & Nut Co. (2 additional)
Sheffield Station.
- Kansas City Hardwood Lumber Co. (Firm)
1700 Brooklyn.
- Kansas City Importing Grocery Co. (Firm)
110 East 5th Street.
- K. C. Structural Steel Co., (4 additional)
1012 Baltimore.
- K. C. Title & Trust Co. (1 additional)
104 New York Life Building.
- Kansas City Truck Body Mfg. Co. (Firm)
4124 East 12th Street.
- K. C. Trunk Co. (Personal increased to Firm)
19-21 East 12th Street.
- Kashishian, O. S., Oriental Rugs
3931 Main Street.
- Kaull, W. J.
Kaul Milling Co., 608 Waldheim Building.
- Karris, Theo. N.
Arcadian Confectionery, 3054 Troost Avenue.
- Katz Brothers (Firm) Cigars
8th and Grand.
- Keith, Dr. W. E.
807 Waldheim Building.
- Kelley, S. W.
National Home Educational Society, 208
Glendale Building.
- Kellogg-Baxter Printing Co. (Firm)
301 Admiral Boulevard.
- Kellogg Switchboard & Supply Co. (Firm)
407 Broadway.
- Kennedy, George W.
Kennedy-Moore Silk Co., 14 East 11th St.
- Kennedy Supply Co., N. A. (1 additional)
1311 West 13th Street.
- Kenton, Leon H.
Kenton Bros., Locksmiths, 11 East 8th St.
- Kessel, Paul
1225 Walnut Street.
- Kidner, R. L.
Century Stove & Mfg. Co., 1223-5 West 10th.
- Kingsley, George, Attorney
700 Rialto Building.
- Kistler, L. C.
L. C. Kistler Co., 1214-16 West 9th Street.
- Klein Wholesale Grocer Co., (Firm)
9th and Troost Avenue.
- Kluender, A. W.
XLO Cleaners, 39th and Broadway.
- Knapp, H. W.
McQuay-Norris Mfg. Co., 306 Bryant Bldg.
- Kobert, H. G., General Contractor
1210 McGee Street.
- Koch, W. E.
Irving-Pitt-Mfg. Co., 411 E. 8th Street.
- Kopinsky, Max
Isis Sanitary Market, 1021 East 31st Street.
- Kreeger, Elmer P.
Hurry Messenger Service, 13 West 13th St.
- Kresge Co., S. S. (Personal increased to Firm)
1117-1123 Main Street.
- Kresky-Wornall Investment Co. (Firm)
1018-19 Commerce Building.
- Kuebler, Ernest A., Plumbing & Heating
2306 East 15th Street.
- Kurtz, John A.
Powell & Kurtz, Attorneys, 614 N. Y. Life
Building.
- L
- Lacy, T. W.
3611 East 59th Street.
- Lake, Dr. N. E.
824 Rialto Building.
- Landon, Thad B.
Sherman & Landon, Attorneys, 901 Orear-
Leslie Building.
- Lane, Juett M., Real Estate
614 Bryant Building.
- Lane, M. J.
M. J. Lane & Co., 20 Board of Trade Bldg.
- Langley, Ralph R.
Consumers Oil & Shale Co., 1220 Com. Bldg.
- Larabee Flour Mills Corporation (1 additional)
Security Building.
- Larson, L., Confectionery
12th and Troost Avenue.
- Latshaw, Donald H., Attorney
1010 Scarritt Building.
- Lauder, Wm. H., Fire Insurance and Real
Estate
608-12 Orear-Leslie Building.
- Ledterman, Robert L.
Automobile Trade Credit Bureau, 605 Fire-
stone Building.
- Lee, Harry A., Motor Car and Machine Shop
1505-9 McGee Street.
- Lee, W. Garnett
Central Adv. Co., 311 Bryant Building.
- Lefkowitz, B. S.
Midwest Chandelier Co., 1406 Walnut St.
- Leishman, Alex
American Seating Co., 1009 Walnut St. 5th
floor.
- Leiser Co. (Firm)
1125 Main Street.
- Lemley, Wilbur R., Real Estate, Loans and
Insurance
809-10-11 Grand Avenue Temple.
- Lenhart, L. J.
Benton Theatre, 3200 Independence Avenue.
- LeMond Thompson Motors Co. (Firm)
1821 McGee Street.
- Leritz & Son, (Firm)
2616 Warwick Boulevard.
- Letchworth, T. J., Real Estate
1208 Commerce Building.
- Lewis & Davis (Personal increased to Firm)
412 East 31st Street.
- Lewis, H. M., Real Estate
2218 East 38th Street.
- Liggett, William J.
J. A. Liggett & Son, 1318 McGee Street.
- Light, Albert A.
Wonders Stores Co., 1121 Walnut Street.
- Lisle-Charvat Plate Glass Co. (Firm)
1427 Walnut.
- Loewenthal, S. G.
Henley-Waite Music Co., 813 Walnut Street.
- Long Bell Lumber Co. (10 additional)
R. A. Long Building.
- Longstreth, Dr. J. F., Dentist
1321 Rialto Building.
- Long, Trigg A., Insurance Agency
215 R. A. Long Building.
- Long, W. P., Safe Cabinet Co.
10-12 Scarritt Arcade
- Lorber, Charles I.
Lorber Cigar Co., 317 East 12th Street.
- Louis, Blackmore, Oil Leases and Productions
706 Republic Building.
- Lovitt, Chas. W., General Contractor
1015 East 33d Street.
- Lusk, C. S.
Commonwealth Finance Corp., 1105 Wald-
heim Building.
- Lustig, Louis, Grocer
218 East 15th Street.
- Lyon, A. Stanford, Lawyer
301 Federal Building.
- Lumpkin, J. F., Col., Manager Soldiers & Sail-
ors Club
1305 Walnut Street.
- M
- McCartney, Wm. H., Restaurant
1403 Main Street.
- McClanahan, A. R., Lawyer
207 Rialto Building.

(Continued next week.)

The Chamber of Commerce of Kansas City

ROLL OF HONOR

IN THE

WORLD WAR

A list of the members who left their families and their businesses and responded to the call to do their part in the great conflict for civilization, 1917-1919.

Archer, Arthur W. Army Architect.	Havens, Harry T. Army Joseph D. Havens Printing Co.
Baker, Samuel F. Army Baker Motor Co.	Harzfeld, Jacob A. Army Attorney.
Beach, George H. Army Attorney.	Hemphill, G. F. Army The White Co.
Berger, Homer H. Army Attorney, Morrison, Nugent & Wylder.	Hinson, Paul. Army Byrnes Belting Co.
Bissell, Christian V. Army (France) Star Piano Co.	Holmes, Jay V. Navy Attorney.
Black, Eugene S. Army Frank S. Black (Shredded Wheat).	Hook, Inghram D., Capt. Army Attorney.
Block, E. H. Army E. H. Block Tire Service.	Houghton, Albert. Navy Houghton Furniture Co.
Bucklew, L. L. Army C. J. Carter Lumber Co.	Hughes, Allen J. Army (died in service) Physicians' Supply Co.
Burton, C. M. Army Procter & Gamble Mfg. Co.	Jaccard, E. Gilbert. Army Jaccard Jewelry Co.
Caleb, David. Army K. C. Light & Power Co.	Jaccard, Walter B. Army Jaccard Jewelry Co.
Cockerell, B. F. Army Concrete Engineering Co.	Jobes, Harry C. Army Security National Bank.
Comfort, W. A. Navy (Died in Service) Elliott Fisher Co.	Johnson, Robert. Army National City Bank.
Costolow, Thomas A. Army Attorney.	Kent, W. W. Army Berkson Bros.
Dean, Frank, Jr. Army Shaw Transfer Co.	Kemper, James M. Army Commerce Trust Co.
Dennis, John B. Army Jackson Laundry Co.	Kirkwood, I. R. Army Kansas City Star.
Downing, Blatchford. Army McCune, Caldwell & Downing.	Klemm, Col. Carl. Army Kansas City Breweries.
Duke, Dr. W. W. Red Cross, France Physician.	Liyesay, G. Byron. Aviation Peet Bros. Mfg. Co.
Elliott, Arthur J. Army Farm & Home Savings & Loan Ass'n.	Lovejoy, Cecil. Army Lovejoy Planing Mill Co.
English, A. J. Army K. C. R. R. Clearing House.	McKeighan, E. E. Army American Radiator Co.
Field, Freeman. Army Central Coal & Coke Co.	Mactaggart, J. M. Army J. M. Mactaggart & Co.
Fowler, H. A. Army Fowler Commission Co.	Martin, E. R. Navy Hood Tire Co.
Foyle, John W. Army Gustin-Bacon Mfg. Co.	Masters, Proctor M. Tank Service New England National Bank.
Gatlin, Leo D. Army Excelo Food Products Co.	Meade, J. F. Army National City Bank.
Gartrell, C. B. Army Major Q. M. O. R. C.	Mellier, Mabry. Army Faultless Starch Co.
Good, Meverell L. Army Carlton Hotel.	Miller, L. J. Aviation L. A. Miller & Son.
Grigsby, George W. Army Peycke Bros. Commission Co.	Moore, James F. Army K. C. Bond Employment Co.
Haddock, Fred T. Naval Reserve Attorney.	Montgall, R. F. Army (died in service) American Sash & Door Co.
Harrelson, Ben. Army American Venetian Marble Co.	

(Continued on page 220.)

Y. M. D. CANDIDATES FOR ELECTION.

There is here introduced a list of the 18 nominees from which 9 will be elected as members of the Executive Committee of the Young Men's Department. These were very carefully selected at several meetings of the nominating committee of which Mr. T. Percy Bryan was Chairman:

E. B. Berkowitz, Berkowitz Envelope Company.

A. B. Clarke, Home Telephone Company.

Cady L. Daniels, Cady & Olmstead Jewelry Company.

Parker B. Francis, Oxygen Gas Company.

R. C. Greenlease, Greenlease Motor Car Company.

Raymond M. Havens, Joseph D. Havens Printing Company.

Rudolph Hirsch, Ridenour-Baker Grocery Company.

L. H. Landers, Farnum & Landers Brokerage Company.

W. H. Loomis, Jr., Barrick Publishing Company.

W. Malcom Lowry, Henrici-Lowry Engineering Company.

Wm. E. Lyons, Allen Investment Co.

Wm. McGibbon, Eli Lilly & Company.

Ralph E. Morrison, Empire Gas & Fuel Company.

E. J. McNamara, C. C. Clemons Produce Company.

Wm. A. Osgood, Massachusetts Bonding Insurance Company.

R. J. Potts, Commonwealth National Bank.

G. Schmierer, Federman Drug Company.

W. E. Smith, Auto-Motive Supply Company.

The next step in the Y. M. D. election machinery is the mailing of ballots on April 1 to all who have registered as Y. M. D. members. Ballots are to be returned within five days of that date, or April 6.

Roll of Honor, Continued

(Continued from page 219.)

Negbaur, Walter H. ....Army	Slattery, A. W. ....Navy
Negbaur & Sons.	Harzfeld's Parisian.
O'Brien, Arthur, Capt. ....Army	Smith, Hugh C. ....Army (France)
K. C. Breweries.	Attorney.
Oberheu, Fritz A. ....Aviation	Steele, O. L. ....Army
Gustin-Bacon Mfg. Co.	United Chemical Companies.
Orr, Cameron L. ....Aviation	Stern, Edgar J. ....Army
Griffin & Orr.	Insurance.
Palmer, C. N. ....Army	Thomas, A. R. ....Army
United Agency.	W. E. Thomas Lumber Co.
Pedan, Robert E. ....Army	Vincent, Fred C. ....Red Cross
Shepard, Farrar & Wiser.	Simonds-Shields-Lonsdale Grain Co.
Peters, James W. S. ....Army	Volm, Bernard H. ....Army
Attorney.	F. E. Newberg Electric Co.
Ramsey, S. W. ....Army	Welch, Gus D. ....Army
Columbia Sales Co.	Peet Bros., Mfg. Co.
Rawlings, W. S. ....Navy	Walton, Harry C., Jr. ....Navy
Great Western Contracting Co.	General Fire Extinguisher Co.
Reber, James S., Jr. ....Army	Watson, Albert J. ....Army
Southwestern Bell Tel. Co.	Marwick, Mitchell, Peat & Co.
Rieger, Oscar. ....Army	Widdup, W. ....Army
J. Rieger & Co.	Marwick, Mitchell, Peat & Co.
Robinson, Lynn A. ....Army	Witherspoon, G. M. ....Army
A. C. Brown, Attorney.	Witherspoon, McMullen L. S. C. Co.
Samunis, W. A. ....Tank Service	Wolfe, Prof. Harry E. ....Navy
Clagett Storage & Transfer Co.	Wolfe's School of Dancing.
Sarser, Wolf. ....Army	Wynne, E. M. ....Naval Aviation
Sarser Bros., Produce.	American Writing Machine Co.
Sayre, R. B. ....Army	
Frank Hagerman, Attorney.	
Scheurich, G. A. ....Army	
Campbell Glass & Paint Co.	
Segur, Albert L. ....Army	
Frederick W. Segur, Insurance.	
Seidlitz, C. N. ....Army	
Seidlitz Varnish Co.	
Singer, Isadore. ....Navy	
L. Singer Produce Co.	

**MEMBERS OF THE
CHAMBER OF COMMERCE STAFF
WHO WENT TO THE FRONT.**

Stewart McCarty.....Ticket Fund Clerk
Eleanor Durkin.....Stenographer
Erwin W. Mentel...Industrial Commissioner
Moses Fleschman.....Stenographer
O. K. Quivey.....Agricultural Commissioner

Legislative Bureau Bulletin No. 6.

By PIERRE R. PORTER, Director.

Progress of Legislation.

(March 20, 1919)

BILLS PASSED BY THE HOUSE.

- 99. Pension fund for disabled firemen. Providing also relief for widows and children. Fund raised by taxation.
- 100. An Act to amend section 7104 of the Revised Statutes of Missouri of 1909, relating to taxation of insurance companies.
- 101. An Act to amend section 9881, 9884, 9887, 9888, 9891, 9892, 9894, 9895 and 9903 of the Revised Statutes of Missouri of 1909, relating to firemen's pensions. (Amended.)
- 113. Prosecuting attorneys. Election and qualification thereof.
- 117. Amending law of 1915 relating to commissioners of supreme court and courts of appeals designating what opinions shall be published.
- 63. Pensions for deserving blind.
- 85. Witness fees.
- 186. Fraudulent conveyances. Important changes in sections 2887 and 2889 of existing law relating to conditional sales of personal property, void as to creditors unless recorded.
- 192. An Act fixing the period of limitations of mortgages, deeds of trust and other instruments securing debts, and prescribing the duty of recorder of deeds in relation thereto.
- 335. An Act prohibiting the manufacture, sale, gift, possession, advertisement or transportation of intoxicating liquor or liquors in the state of Missouri, except for certain purposes and under certain regulations, with provisions for enforcement and penalties.
- 318. Relating to payment by corporations of taxes assessed on shares of stock.
- 179. Amends to title of the Act of May 18, 1899, and also the title of Article XVIII Chapter 84 of the Revised Statutes of Missouri, and also section 9764 of said statutes, by extending the application of the act to cities containing not more than 500 inhabitants. This is a necessary amendment in order that the existing law which is limited in its application to cities less than 300,00 may not be abrogated by the increase of population in Kansas City.
- 196. Administration of estates. Radical changes in the present law. Effecting practically all of the present provisions of the law upon this subject. One of the most notable changes is that applying to publication of notices of the granting of letters. The bill provides that this publication may be made once a week for four weeks consecutively instead of daily publications as under the existing law. This change will simplify the matter of publication of notices but will probably result in a diminution of revenue of newspapers printing these notices.
- 188. Relating to the right and power of cities to contract, maintain and operate water works.
- 494. Punishment for contempt may be by fine or imprisonment in the jail of the county where the court may be sitting, or both, in the discretion of the court.
- 495. Relating to supreme court and courts of appeals stenographers, and the furnishing of copies of opinions of the courts without charge.
- 496. An Act to repeal section 2611, article 11, chapter 22, Revised Statutes of the state of Missouri, 1909, relating to appeals and writs of error in cases of partition.

(For other bills heretofore passed by the House, see Bulletin No. 5.)

Attend 7th Annual Meeting Chamber of Commerce of the United States in St. Louis, April 29-30-May 1. Get in touch with the General Secretary.

What makes Kansas City Great? Its trade territory. See it!

RAILROADS AND FOREIGN TRADE.

(Continued from page 215.)

road problem," and dealt with it in a way that showed intimacy with and a perfect knowledge of the railroad issues of the day. He asked at the outset that his audience understand that the "Traffic World" is an independent paper, neither pro-shipper nor pro-railroad—that what it advocates, it believes to be right.

We are confronted with two main questions in considering the railroad problems: First, what shall our permanent policy of regulation be—shall we change the system that prevailed before the war and, if so, in what respects? and, second, how shall we meet the immediate and pressing financial needs of the situation and what shall our policy of administering the railroads be, pending their return to private control, with or without remedial legislation, or a determination to administer them permanently by the government? I have chosen to talk to you today more especially as to what shall be the immediate policy.

The immediate problem is the one always to be settled first. Indeed, it has to be settled, either affirmatively or passively. It is important that it be settled affirmatively and settled right.

Transportation is always, even in normal times, one of the most important matters to be considered by a commercial organization or by individual industries. It is doubly so in these troublous times. One's transportation advisers should be men who know, and the advisers should be consulted and their advice followed. Your transportation men know the situation, not

only as to its obvious facts, but as to the reasons for those facts and the cure for the ills from which we suffer. At least, their opinions as to reasons and cures are more valuable than those of the ordinary man who has made no special study of the subject. And I believe here, as well as elsewhere, your transportation men will be found practically unanimous in their general views though, of course, differing as to some details.

Mr. Palmer then recited the history of the situation leading up to Federal seizure of railroads, with consequent displacing by Federal Region Directors and Managers, the operating organization of the railroads, and endless red tape through which instructions have to go in order to get to the local authorities for execution thereof.

The Czar of Russia in his palmiest days before his much disputed death, was never arrayed in such authority as wore out McAdoo in his railroad world. He had to ask no one what he could do or what he should do, and he asked no one. Perhaps such authority was necessary to carry out the purpose for which the Railroad Administration was created, but whether it was or not, it was terribly abused. For instance, Congress, yielding to the pleas of those who thought the President should have absolute power to increase rates and who promised for him on the floor of the Senate and the House that he would never exercise it except in the gravest emergency, granted him that power. What did his Director-General do but begin at once to exercise it and to continue to exercise it, in small things as well as large, until to this

(Continued on page 225.)

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Traffic and Transportation

RATES AUTHORIZED.

Rate Advice 1823.—Authorizes rate of 30c per 100 lbs. on oil, coconut or copra C. L. from St. Paul, etc., to Kansas City and other Missouri River points.

Rate Advice 1842.—Authorizes cancellation of all freight tariffs naming rates on circuses and show outfits; in lieu thereof uniform rates as outlined in Western Freight Traffic Committee Circular No. 46 will be applied throughout Western Territory.

Rate Advice 1847.—Authorizes mixture of millet seed with grain, grain products and seeds Item 11, S. W. L. tariff 32-Q applying to Texas points.

Rate Advice 1848.—Authorizes A. T. & S. F. to correct paragraph 2-C, Section 1 Circular 2047-K on five days notice to read "Track stops will constitute the temporary stopping of articles specified in paragraphs F and G of Circular in cars on track for national, state, Board of Trade, or other official inspection and resulting disposition orders covering change in consignee, ownership or destination, or for weighing through elevators, contents not to be disturbed except as is necessary for sampling or weighing, the car to be (within time limit named in Section 5 of Circular) forwarded on original waybill."

Rate Advice 1857.—Authorizes cancellation of items 1750-A and 1755 W. T. L. tariff 111 substituting there for a new item correcting description on scrap brass etc. and providing rate from Colorado common points to Missouri River 57½c Mississippi River 60c, Chicago 75c per 100 lbs.

WANTED—INFORMATION.

Any member approached by any person soliciting subscriptions to a magazine purported to be published by the American Railway Association is requested to communicate at once with the Traffic Department.

ILLINOIS COAL.

The proposed advance of 10 cents per ton on freight rates on coal from the Springfield, Illinois, district to Kansas City, will come up for hearing Friday, March 28, at 11 o'clock A. M. Room 433, before the Kansas City District Freight Traffic Committee, Railway Exchange Building.

Copies of the docket may be obtained from that Committee or from the Department of Traffic.

All interested will be given an opportunity to appear and present their views.

FREIGHT HOUSE CLOSING.

A general meeting of representatives of railroads and shippers was held at the Chamber, 2:00 p. m. Thursday, March 20, to consider closing the freight houses for receipt of freight at 4:00 p. m. daily, instead of 4:30 as at present on suggestions of the Regional Directors.

The sentiment of shippers present was opposed to the change under present conditions.

(Continued on next page.)

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TRAFFIC DEPARTMENT.
(Continued from page 223.)

**MATTERS BEFORE DISTRICT COMMITTEES:
HANDLING DOCKETS.**

Heretofore district committees have announced that dockets would be considered not earlier than specified dates. Hereafter each docket will state the date upon which it will be considered.

Interested shippers should note carefully dates shown on dockets listed below and communicate with committee chairmen at the earliest possible date regarding any subject in which they may be interested.

KANSAS CITY COMMITTEE.

Docket 581.—Proposed to cancel proportional rates on grain and grain products shown in Wabash tariff D-9906, I. C. C., 4448 from Kansas City to points in Arkansas on lines reaching Kansas City and to points on short lines where Wabash does not have practical route. (March 24.)

Docket 582.—Proposed to cancel per car rates between Kansas City, Leeds and Powder Switch at Joffe Tracks, Mo., as shown in item 300, K. C. S. tariff 2-F and item 775 Mo. Pac. tariff 1275-E and publish in lieu thereof rates in cents per 100 lbs. (March 24.)

Docket 591.—Proposed to establish transit at Kansas City on grain and grain products from Upper Missouri River points to St. Louis, Car-

ondolet, Mo., and East St. Louis, Ill., on basis of through proportional rates. (March 28.)

Docket 598.—Proposed to adopt uniform description and minimum weights on refuse molasses as provided in proposed consolidated classification throughout Western producing territory. (March 31.)

Docket 599.—Proposed to advance rates on soft coal from Springfield, Ill. Group on C. & A. R. R. to Kansas City 10c per ton. (March 28.)

CHICAGO COMMITTEE.

Docket 29.—Proposed to cancel commodity rates on cartridge shells C. L. from Chicago, Mississippi River, etc., to Missouri River and points related thereto, third class rates to be applied in lieu thereof. This would result in rate of 56½c from Chicago to Kansas City compared with present rates of 34c and 44c from St. Louis to Kansas City compared with present rate of 27½c. (March 27.)

DALLAS COMMITTEE.

Docket 684.—Emergency. Proposed to provide for the application of peanut hull rates on castor beans hulls, C. L. from Texas points to defined territories. (March 18.)

Docket 687.—Proposed to include "metal strips" in roofing material descriptions in S. W. L. tariffs applying to and from Texas points. (March 23.)

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RAILROADS AND FOREIGN TRADE.

(Continued from page 222.)

day rates are absolutely made in no other way! It is a fact that either the President wilfully deceived Congress and the people when he permitted it to be pledged for him that he would use this rate-making power only in emergencies, or the Director-General took advantage of his father-in-law and put him in the attitude of stultifying himself.

To such an extent has the new system been carried that all over the country new machinery for the making of rates has been built up in the freight traffic committees which now perform the function formerly discharged by the Interstate Commerce Commission.

Why not do away with the traffic committee scheme of making rates altogether and go back to the use of the Interstate Commerce Commission machinery? No reason at all, that I can see. There never was any good reason for changing the plan, except that it was right that the President should have a means of raising rates without delay to meet a national emergency, and these committees were perhaps necessary to adjust inequalities caused by his advanced rate order. But whether they were necessary then or not they are not necessary now. They are being fastened on the public by the men in control of the Railroad Administration as a permanent rate-making system in spite of the fact that the Interstate Commerce Commission is the body legally constituted for that purpose and Congress has never adopted any change, or declared any intention

of adopting a change would be advisable. All it ever did was to give the President power, to meet a specific emergency, to increase rates without the delay attending any routine legal proceeding. And, as I have said, the power thus bestowed only in the emergency foreseen. It was never contemplated by anybody that the Commission should be deprived of this function except in the specific emergency.

Take the matter of freight claims, which has been a thorn in the flesh of shippers ever since the Railroad Administration began operations. The law entitles shippers to recover on claims for losses under certain condition and, prior to the war, the carriers recognized the law and settled claims accordingly. There were individual and spasmodic disagreements, of course, but generally claims were settled according to what were established as the legal rights of shippers. The law has not been changed but the railroads, under government operation and in accordance with Railroad Administration policy, disregard the law and settle claims—when they settle them at all—according to their own ideas of what is right and proper. Of course, a shipper can go into court and collect, if he is in the right, but to have to do that is an unjustifiable annoyance in any case and in the case of smaller claims it costs more than it is worth.

There is no reason why Director-General Hines should not relieve the shipping public of every injustice or unnecessary inconvenience from which it has been suffering and restore to it everything of which it has been deprived. In

(Continued on next page.)

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RAILROADS AND FOREIGN TRADE.

(Continued from page 225.)

so far as he does that he is to be praised and shows that he properly conceives his duty. In so far as he does not do it, he is to be condemned and shows that he is a bad servant.

Take, for instance, the matter of the rights of state commissions. It may be that Mr. Hines believes state commissions ought to have nothing to say about rates and it may be that he is right about it. I, myself, believe he is. But, nevertheless, it is not proper that under a war power, created to meet a great emergency—admitting, for the sake of argument, that this particular power exists—he should continue to ignore the states until Congress, after full consideration, decides that such ought to be the policy of the nation. Any other course is but taking advantage of a situation. The same is true as to rules for the settlement of claims or the venue of suits against carriers. Whatever those in control may have thought the emergency of war warranted their doing in these respects, that war is over and the law that prevailed before it came should govern until Congress specifically changes it.

If this policy I suggest were followed, it would greatly simplify matters for both the Administration and the shipping public. It is difficult to understand why it is not followed. Perhaps Mr. Hines has orders from above that prevent his following it. Perhaps he or the one above is influenced by obstinacy or a desire to "make good" in spite of the criticism that has been indulged in at the expense of government operation. But if a smooth-running machine, so far as shippers' opposition is desired, that is the way to get it and it can be brought about merely by continuing and further developing the policy which Mr. Hines has started, of returning to pre-war conditions. He is prevented, of course, by law from returning absolutely to pre-war conditions. The Railroad Administration, whether it will or not, must retain responsibility and hold the check book and the pocketbook. It should also, I believe, keep the rates up. But aside from that, it can give back to the shipper or the traveler everything that he formerly had from the right to route his freight the way he wished to the right to de-

(Continued on next page.)

APPOINT COMMITTEE
ON CONVENTION FOLDER.

Kansas City is to be more of a convention city, according to the plans of the Publicity Department. At a meeting of the Publicity Committee, held on March 10, the appointment of a committee was authorized to prepare the material for a folder that would truthfully and attractively convey to the outside world what Kansas City is as a convention center.

As members of this committee there have been so far appointed Messrs. L. E. Holland, H. W. Rittenhoff, the third member to be chosen by the chairman of the Convention Committee. With this committee, Chairman of the Publicity Committee F. C. Sharon, General Secretary J. M. Guild and Publicity Manager L. W. Buckley will act as ex-officio members.

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RAILROADS AND FOREIGN TRADE.

(Continued from page 226.)

mand and get for a dollar in the dining car more than enough food to feed a canary?

It is perplexing, no doubt, to those who read continually about the possibility of this, that or the other legislation restoring such and such power to the Interstate Commerce Commission—the power of suspension of rates, for instance. It can, of course, be done by legislation and ought to be done that way if no other. But it is entirely in the hands of the Railroad Administration to do these things. The federal control law does not say that the Director-General, through his traffic committees, must make rates and that the Commission shall have nothing to say, by suspension or otherwise. It merely gives the President, through his Director-General, the right to make rates in that way if he wishes. It is a matter of Administration policy whether it shall be done that way or not. Mr. Hines, it may be, is not permitted to go that far. Perhaps the President does not wish to give up the power—though why he should wish to retain it is more than I can understand. But that is a simple way in which what should be done could be done.

Moreover, it is the duty of the Administration to serve business. During the war—at least while conditions were such as to warrant that course—it was its duty to operate the transportation lines so that troops and the necessary supplies and munitions of war could flow freely and unhampered, even though the manufacturer of wagons, or soap, or furniture, or stoves, or what not, failed to get cars for his raw material coming in or his finished product going out. That was the "bit" of the business man, and he did it. He did it gladly and freely and patriotically. The business man is not always merely the well dressed, prosperous looking individual with a little paunch under his vest and a good cigar between his teeth. He can make sacrifices. He can give his money and his time and the sons of his loins for his country, and he did it. He needs no lessons from sleek government clerks as to his patriotic duty. His hardest cross to bear was the fact that he was too old, or too fat, or had too great family and business responsibilities to permit his shouldering a gun himself and giving the Hun a little of the Hell he sent his sons to shoot. He did that all gladly, I say. He even bore the yoke with little complaint when he knew—being a man of good sense—that some of the things asked of him or required of him were foolish or unfair. He said to himself that someone had to do the driving and that perhaps it would not help things to reach over and attempt to pull the lines even if the horse wasn't pulling straight. But now he wants a square deal—and he is foolish if he doesn't get it. He should insist that his day of sacrifice is over, so far as transportation is concerned and that it is the chief function now of the Railroad Ad-

ministration not only to adopt the policy of a square deal to the shipper in theory, but aggressively to insist that the carrier give it to him if the latter is not disposed to do so of its own accord.

We have been talking thus far of the shipper and his right to do business under the law. There is another angle to the matter. That is the effect on the carriers themselves as efficient and adequate transportation. He did not get it during the war and, though conditions are much better, he is not getting it now.

He wants the railroads restored to private operation, not because he is fond of a theory, but because he believes he would get better service under that system. Undoubtedly he would, because, as now operated, the carriers are necessarily inefficient. It would be unfair to them, of course, to give them back their properties in the present condition of railroad finances. One could not justly advocate that. And yet, I believe it is easy to exaggerate the evil consequences that would ensue if such a thing were done. I believe that the railroad men of this country, if thrown on their own resources, are big enough and able enough to work out the problem. Emergencies of this sort always look worse before they happen than afterwards. One would not welcome a fire that would burn down his plant and yet, if your plant does burn down, nine times out of ten, if you are a hustler and keep your nerve, you are doing business again in a few days somewhere else and before long you are on your feet as firm as ever.

However, there seems to be no danger that the railroads will be thus returned summarily, though the President at one time did threaten to do something of the kind. For that matter, it would seem that if the carriers are to be called on to finance themselves to any great extent—to borrow money on the Director-General's mere statement that the government owes them such and such a sum—which is a part of the plan that is now being worked out in the absence of an appropriation by Congress—the last good reason for holding them under federal control is disappearing. They should be held by the government only until they can take care of themselves, and if they have to take care of themselves, anyhow, there is something to be said in favor of giving them the sweet along with the bitter. Certainly, in many respects, they are much better able to run themselves than they were before the era of war operation. Their rates are at a level hitherto undreamed of by their officials and no one seems disposed to say that the rates should be lowered—at least for the present. But he that as it may, they should certainly, pending return to their owners by legislation or by proclamation of the President, be permitted the largest measure of private control consistent with the fact of legal government operation.

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THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 13

KANSAS CITY, TUESDAY, APRIL 1, 1919

Spring Clean-up

Twenty-third Street Viaduct

Illinois Coal Rate

"Victory Special"

Legislative Bulletin

Comparison of Food Prices

Y. M. D. Election

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Chairman U. S. Shipping Board

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FRANK WITHERSPOON, Jr.

BOARD TAKES UP STREET CLEANING.

It is not often that the Board of Directors takes up a subject that has not come to it through the regular channel of some department of the Chamber, but last week it did. That was in the matter of cleaner streets for Kansas City, something that every member will agree is badly needed. The Board's action took the form of the

LUNCHEON ENGAGEMENTS

Wednesday, April 2, Major General Peter E. Traub, 35th Div. Com. (For Members Only)

Monday, April 7, Edward N. Hurley, Chairman, United States Shipping Board.

Mark These on Your Calendar.

following resolution that was referred to the Civic Department for action:

"The Board of Directors of the Chamber of Commerce earnestly recommends to the Board of Public Works, that in considering methods of cleaning the streets of our city, particularly those in the congested business districts, the said Board give due consideration to the washing of the surface of said streets: for the reason that sweeping does not eliminate, in fact, aggravates unsanitary conditions.

"We believe it to be a well authenticated fact that thorough washing by approved apparatus manufactured for the purpose, surface of street pavements, asphalt, brick, concrete or wood blocks, can be made clean and sanitary and without damage to the pavement.

"If the washing of the downtown streets is done between the hours of 11 p. m. and 5 a. m., it would seem to us that no valid objection could be raised.

"In any event, we do most earnestly request that your board or the committee of same to whom the matter of investigation of cleaning apparatus has been referred, make a thorough investigation and if thought advisable, visit other cities where the washing of the streets is the method used, and get first hand information concerning the success or failure of such method before final action is taken."

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THE "VICTORY SPECIAL" is Kansas City's way of announcing to the world its return to peaceful pursuits and prosperity.

It is also Kansas City's way of expressing its confidence in the future, not only confidence in Kansas City, but confidence in the great Empire of which Kansas City is a part.

The leading business men of Kansas City are going out for six days to meet the business men of 55 towns. They are scheduled to travel 1,449 miles on their mission of good-will.

Kansas City was the first to announce a trade trip this year, being determined to renew at the earliest moment the friendly relations existing between Kansas City and the richest agricultural section of Kansas, the live stock raising section of the Panhandle of Texas, and the great oil producing fields of Oklahoma.

Only by cooperation was the Great War won, and only by cooperation will the business men of the Great Southwest realize all of its magnificent possibilities.

Kansas City is going out to meet its old friends and to make new ones.

LUNCHEON SPEAKERS

GENERAL TRAUB WEDNESDAY

EDWARD N. HURLEY NEXT MONDAY

GEORGE S. HOVEY HEADS IMPORTANT COMMITTEE.

In the selection of Mr. George S. Hovey for the chairmanship of a committee to finance and promote the erection of such an exposition building as Kansas City needs, and the ability of the Board of Directors to get



him to accept, the Board is being heartily commended. Nothing seems at the moment more important, in a community business way, than the provision of immediate and adequate accommodations for tractor, automobile, live stock, poultry shows, soil products and other big expositions. This has been a crying need of Kansas City for the last decade or longer.

Various starts and efforts have been made to realize this for Kansas City but without ever taking definite form. Now seems the opportune time, and with such a leader as Mr. Hovey the Board feels that there will be no difficulty in enlisting the time and effort of whatever number of co-workers of the right type will be necessary. This committee will receive within a few days the report of the so-called "committee of six" on a location and a determination of the type of building that they need for their various shows.

SPECIAL LUNCHEON NEXT MONDAY.

Members of the Chamber will have an opportunity to hear Mr. Edward N. Hurley, Chairman of the United States Shipping Board, at a special luncheon next Monday, April 7.

It is unusual for a luncheon to be given on any other day than Wednesday, but for such a speaker as Mr. Hurley there was no hesitancy on the part of the directors when the opportunity to hear him was presented by the National Chamber of Commerce.

Mr. Hurley's subject is one that no matter if Kansas City is 800 miles from the nearest port, its business men have learned during the war that everything on the high seas is their business. The future operation and control of American Merchant Marine might not have interested them much a couple of years ago, but it does now. This is one of the vital questions of the day.

In addition to his formal presentation at a luncheon, which will be given in the usual place—Francis I and White Rooms of the Baltimore Hotel, Mr. Hurley has been gracious enough to say that he will be available for personal conference with such members as are sufficiently interested in the subject to sit down with him and discuss it at first hand.

DIRECTORS ACT ON 23RD STREET VIADUCT.

On the recommendation of the Inter-City Committee the Board of Directors at its meeting on Friday, March 28, adopted the following resolutions with reference to the 23rd Street Viaduct.

"It is the sense of the Board of Directors that city contracts should be let to the lowest bidder and this board believes that the contract awarded to A. S. Hecker and Company of Cleveland on the 23rd Street Viaduct should be approved by the Common Council."

The action of the Committee followed the refusal of the Lower House of the Council at its meeting March 24 to confirm the contract for the construction of the 23rd Street Viaduct which had been let by the Board of Public Works. The City has been working on the plans for the viaduct for four years and after overcoming many difficulties succeeded in getting the co-operation of all parties concerned and received bids from a number of companies. The bid of A. S. Hecker Company of Cleveland was the low bid and the Board of Public Works decided that this company should have the contract. It was thought by city officials and civic organizations that this was the final step, and that construction would begin at once, but the action of the Council would delay the project again for an indefinite time.

The recommendation was made by the Inter-City Committee after a long hearing on the subject on Thursday preceding the Board of Directors' meeting. At the hearing there were members of the Committee, members of a special committee from the Real Estate Board, Mr. Hecker of the A. S. Hecker and Company, and Mr. J. C. Petherbridge of the City Counsellor's office, who has handled the legal end of the contract. The committee satisfied itself as to the financial standing of the company and its ability to handle work of the size of the 23rd Street Viaduct. Mr. Petherbridge gave in detail the history of the plans and work on the 23rd Street Viaduct since the first issuance of the \$300,000 worth of bonds in 1915,

The Committee further considered the terms of the contract, the various objections made at the City Council meeting by those opposed to it, and what action would most likely hasten the project now and give a fair deal to all. It was only after every person present was fully satisfied that the refusal of the Council to confirm the contract was unjust to the city and contractor and unfair to those who are anxious to have the

BOARD HAS STRENUOUS WEEK.

"When the cat's away the mice begin to play" may have been true once upon a time, but not in Kansas City Chamber of Commerce circles. While President B. A. Parsons is in the West for a few weeks there has been no slowing of the Chamber's pulse. If anything, his absence acted as a stimulant to Vice President Cliff C. Jones to see that nothing was left unattended to in his absence.

Three Board of Directors' meetings in one week is a new record. That was the record of last week. The Board was in session for two hours and a half Tuesday afternoon. On Thursday afternoon there was a two and a half hour session, this meeting being exclusively for consideration of the Illinois coal rate situation. On Friday, the regular meeting day of the Board, another two and a half hours were put in, making a total of seven and one-half hours for the week. **SOME STRENUOUS BOARD.** Surely something doing. YES!

Y. M. D. ELECTION.

Every member who is affiliated with the Young Men's Division of the Chamber will receive this morning a ballot with the names of the eighteen nominees for election to the Executive Committee of that department. Nine are to be elected and the nine receiving the highest number of votes will take office at the beginning of the next fiscal year, October 1.

The long interval between election and taking over of the affairs of the department is in conformity with the general plan of the Chamber, which holds its annual election of directors in June, but the machinery for which starts in May. The several months are intended to provide ample time in which departmental and committee organizations may be formed so that a running start may be made with the new fiscal year and that no time be then lost in getting the new administration under way.

Y. M. D. ballots must be returned to the General Secretary not later than 12 o'clock noon, Saturday, April 5.

"Victory Special" reservations are now being made.

viaduct started as soon as possible that the Committee passed the resolutions quoted above. The Board of Directors was unanimous in its approval. The resolutions were immediately communicated to every member of the City Council, the Board of Public Works and the Mayor.

Spring Clean-up.

By Dr. E. H. Bullock, Health Director.

IT IS desired by the Health Department to place the City in the best possible sanitary condition and to bring about that condition a general Clean-Up Week will be conducted probably beginning about April 14. It is desired that all people and organizations throughout the city become interested in this most vital sanitary problem and business problem as well. It is the desire that all vacant property be thoroughly cleaned from debris that is unsightly, unsanitary and renders the vacant ground in many instances unsalable and useless so far as lawn and garden purposes are concerned. It is desired that a thorough co-operation of the people of the city be organized and no part of the city neglected.

The Sanitary Division of the Health Department will furnish a sanitary inspector for each ward, and it is desired that the principals of all schools and the teachers and pupils, including Boy Scouts, be organized into bands for cleaning purposes. The Chief of the Fire Department has promised the assistance of the firemen of the City to the extent that forty men will be available and all inflammable material such as the rakings of yards and trimmings from trees, bushes and shrubs may be burned, thereby doing away with the hauling away of this bulky material. It is desired that cans, bottles and debris of all kinds, including ashes and cinders, be gotten in condition that they may be hauled away with the least possible delay. Accumulation of dried grass and leaves in corners and out of the way places form fire menaces. If the accumulation of grass and leaves are damp, they form places where

germs of disease breed. Let us do away with all such places.

The civic organizations, churches, clubs, Sunday schools and all organizations will be asked to co-operate that we may reach every home and every vacant lot in the City. The Street Cleaning Department will be able to clean the streets, and it is suggested that in many instances the streets may be washed. If the different interests of the City, including the people, will give their co-operation and make this Clean-Up Week a part of their thought and time, we will succeed as we have never done before.

One year ago, when the annual clean-up time came there were so many things to be thought of while we were at War and so many of our people were away that the time went by and the annual clean-up was not had. Therefore, this clean-up will require more assistance for there is practically two years' general clean-up to be done.

The Health Director respectfully asks the co-operation of every member of the Chamber of Commerce in this most vital effort. Prevention is the means by which health associations now hope to free communities from disease, and the more we clean and the cleaner we keep our city the more healthy it will be. It is much easier to keep well than to get well after being sick, so get the health habit as soon as possible.

A public meeting of different organizations will be called, and it is to be hoped that all organizations will have representatives at that meeting. Announcement of the time and place of the meeting will be made at a later date.

ELECTRICAL REPAIR SERVICE
DENTON ENGINEERING AND CONSTRUCTION CO.

317-319 E. 17th Street, Kansas City, Mo.

A Shop Equipped to Repair Any Kind of Electrical Machinery.

OPPOSE INCREASE IN ILLINOIS COAL RATE.

In a formal hearing before the Kansas City District Freight Traffic Committee held March 28, the Chamber of Commerce was put on record against the proposed advance of the rate on steam coal from the Springfield, Ill., mines from \$1.70 to \$1.80 per ton. This was by authority of the Board of Directors at a special meeting held the day before, at which the subject was gone into at great length, a full presentation being made in opposition to the rate by the industrial coal users of Kansas City, with a number of Kansas and Missouri operators favoring the increase.

The Chamber of Commerce's connection with the matter dates back to the early part of the year when the Transportation Department learned of the new rate just three days before the date effective. Vice President C. W. Lonsdale, as the head of that Department, immediately wired the Railroad Administration protesting against any advance without an opportunity for those at interest being heard, the result being the hearing last Friday.

In the meantime the Industrial Committee took cognizance of the proposed increase and at a meeting held March 20 considered the effect the advance would have not only on the efforts of the Industrial Department to bring new industries to Kansas City, but the effect on those already here. The Committee agreed that the advance should be opposed and, subject to the approval of the Board of Directors, directed that Industrial Commissioner E. W. Mentel appear at the formal hearing in opposition to it.

The Directors at a meeting held March 25 would have in the ordinary course of business passed on the Industrial Committee's action but for the intervention of a delegation of nine representatives of Missouri and Kansas operators who asked for a hearing before the Board. This was immediately given and when the Board adjourned, it was to meet again on March 27 to hear the side of the coal users. This meeting was held at the Hotel Baltimore in order to accommodate the number that attended and was open to everyone interested in the subject. The operators' representatives again attended.

The record of the meeting shows opposition from the city administration, the Kansas City Street Railways Company and the statement was made that all consumers of over 5,000 tons a year had signed a petition to present at the district hearing the follow-

TRADE TRIP PLANS MATURING.

Every day now sees progress made in the perfection of plans for the "Victory Special," Kansas City's 28th Annual Trade Extension Trip to be made May 4-10 through Kansas, Texas and Oklahoma.

According to Chairman Harry S. Frazer, in a report made to the Board of Directors a few days ago, all of the difficulties that confronted the committee a couple of months ago, especially in connection with transportation, have been overcome. This includes that of giving every participant comfortable Pullman accommodations instead of compelling the use of uppers. As matters now stand a few uppers may have to be used, but the great majority will have lowers.

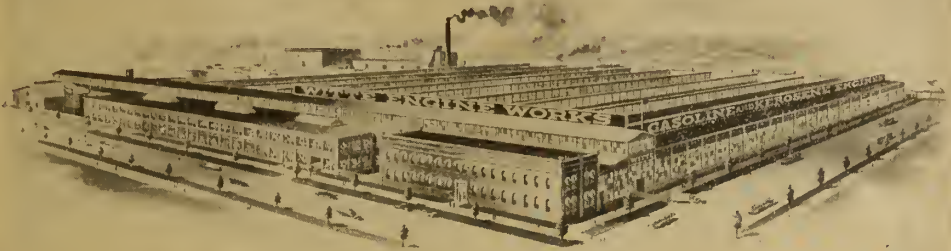
Special Luncheon next Monday. See back cover.

ing day. It was brought out that the rate from Illinois is now 60c higher than the rate from the Kansas fields, but that in order to secure sufficient coal Kansas City users have been obliged to ship from the more distant point. Representatives of a number of manufacturing concerns were heard, everyone in opposition to the increase, which it was pointed out would affect not only big users but all consumers.

It was further brought out that when the Illinois coal rate was originally put in the same arguments now made were made then regarding the effect on Kansas and Missouri producing interests and that the 10c increase is but a forerunner of future increases to be sought. Figures and facts were introduced to show how Illinois coal had first been brought to Kansas City. That it would mean an additional cost of \$275,000 a year to even have the 10c advance made was brought out to show the permanent effect on Kansas City.

Immediately following the hearing, the Board of Directors went into executive session and, although by that time in receipt of several telegrams from points in Kansas protesting against the Chamber of Commerce opposing the advance in the Illinois rate, voted unanimous approval of the position taken by the Industrial Committee, authorizing the Industrial Commissioner to speak for the Chamber of Commerce at the District hearing in opposition to the raise, not only for its effect on Kansas City industrially, but because it would affect the whole life of Kansas City, small as well as large consumers.

VISITING KANSAS CITY'S INDUSTRIES



THE WITTE ENGINE WORKS.

A MAN living in New York would hardly believe it necessary to visit Kansas City in order to see the largest engine factory of its kind in the country, but the picture tells the story.

Here is a manufacturing concern that has built its entire success on a single article. It is headed and controlled by Mr. Ed. H. Witte, who not only invented his product but perfected it, manufactured it successfully and built up an immense business without any outside help.

The plant is located at 16th and Oakland Avenue and covers two and one-half city blocks. It is modern in every respect, fully equipped with modern machine tools for building engines in large quantities, and employs from four to five hundred men. Engines for shop and farm work in sizes from 2 to 30 H. P. are built in styles suitable for all classes of work, using such fuels as gasoline, kerosene and the like.

Witte engines are sold largely throughout the United States, the Company doing a large business direct with the customer. A large export business is conducted through representatives in Australia and South America. A separate department comprising almost fifty per cent of the business manufactures engines for distributors to be sold under their own brand. The Company also maintains an assembly and distributing plant at Pittsburgh, Pa.

INDUSTRIAL OPPORTUNITIES.

Local manufacturer, holder of patents for new style work clothes already on the market, desires assistance of young business man with selling or advertising experience to assist in putting product on the market. Should be in position to invest approximately \$5,000 in the business.

Through Mr. Georges Mignolet, Belgian Consul, comes an inquiry from Charles Mestdagh, Consul de Honduras, Vice Consul of Persia, address 85 Rue des Remouleurs, Ghent, Belgium, who is desirous of representing Kansas City manufacturers in Belgium. He will take goods on consignment.

The Columbus Polish Manufacturing Company, 23 Beaver Street, New York, desires local concern to handle exclusive agency for shoe polish and shoe dressings.

Isidoro Gonzazez, Cienfuegos, Cuba, desires to represent local manufacturers in the Cuban market.

TRADE TRIP THROUGH MEXICO.

By invitation of the Republic of Mexico, the Chicago Association of Commerce has planned a trade visit to that Republic, with the view of stimulating an early resumption of foreign trade relations between it and the Mississippi Valley. In this the Mississippi Valley Association, of which the Chamber of Commerce is a member, has been extended the privilege of participating. This privilege is confined to organization members of the Association that have contributed towards the pre-convention expense of that organization.

The delegation will leave St. Louis on the "Sunshine" train April 5, 6:30 p. m. via Laredo and Mexico to Vera Cruz and Tampico, returning to the States via New Orleans about April 18. The approximate expense per delegate will be \$250.

This offers a rare opportunity to learn Mexican trade conditions at first hand. Any member desiring to make this trip should communicate with Industrial Commissioner.

**LINE UP FOR FOREIGN
TRADE CONVENTION.**

Attention is called to the Sixth National Foreign Trade Convention to be held in Chicago, April 24-25-26.

Chairman James A. Farrell announces that the general convention theme will be "Foreign Trade Essential to American Industry."

The tentative program will include a decision of "America's Need for Foreign Trade" from the viewpoint of production, finance, labor and imports; post war foreign trade problems; the American merchant marine in which will be discussed American ship building, provision of cargo, establishment of trade routes and return cargoes, inland waterways, American and foreign navigation systems and American Maritime policy.

A number of group sessions will be held at which the discussions will include those subjects:

Commercial education for Foreign Trade.

Foreign Trade merchandising (in co-operation with the American Exporters' and Importers' Association).

Advertising for foreign trade.

Foreign credits (in co-operation with the National Association of Credit Men).

Direct selling (in co-operation with the American Manufacturers' Export Association).

Export Combination—the Web law in Operation.

Ocean Service. (In co-operation with the American Steamship Association.)

This is a convention which, in the opinion of the Foreign Trade Committee, should draw a large attendance from Kansas City. It is a business convention that should result in much greater interest in foreign

**MISSISSIPPI VALLEY
WATERWAYS CONVENTION.**

The official call for the second annual convention of the Mississippi Valley Waterways Association has been received. This convention will be held in St. Louis April 17 and 18. Action on it will be taken by the Rivers & Harbors Committee within a few days with the idea and expectation that all or many of its members will attend this important meeting.

trade development. Kansas City business concerns considering going after foreign trade should be well represented. The Committee warns members that now is the time to make hotel reservations.

On the day preceding the Foreign Trade Convention, April 23, there will be a meeting of the Mississippi Valley Association, an organization formed at New Orleans, La. January 13-14 at which more than 200 representatives were present from some forty cities in the Mississippi Valley. The purposes of this Association are "the advancement of the interests of the Mississippi Valley in all matters pertaining to commerce, industry and finance, with an aggressive program for the development of foreign trade as a primary objective."

The meeting on April 23 will be for the purpose of perfecting details of the permanent organization, election of officers, and formulating a definite program for 1919. Inasmuch as it will deal largely with foreign trade subjects, this meeting should be well attended.

Members are asked to notify the Committee, through the Industrial Commissioner of their intention to attend and at an early date. Fill in the attached coupon and mail at once.

E. W. Mentel, Industrial Commissioner,
Chamber of Commerce.

We are interested in the development of foreign trade for Kansas City, and will appreciate receiving information on foreign trade subjects.

We will be represented at the Sixth National Foreign Trade Convention, April 24-25-26, by our:

Mr.

Firm Name.

By.

"Glad We're Coming"

IN QUICK response to the word that has gone out to the fifty-five towns to be visited on the trade trip in May, good letters are coming in expressing the very best feeling towards the proposed visit of the one hundred and twenty-five business men.

Here are a few sample extracts:

Greensburg, Kans., Mayor A. J. Olson.

"We will be here ready to receive you with a glad hand. We are glad there are so many coming. We appreciate the interest you are taking in us and believe the meeting will be profitable."

Eldorado, Kans., Mayor C. L. King.

"Very glad to have you make a stop in Eldorado and would like to have you take time enough while here to visit the oil fields."

Chickasha, Okla., Mayor S. C. Durbin.

"Much pleased to learn that your business men are planning to visit Chickasha. Shall arrange to be in the city on that date."

Bucklin, Kans., Mayor H. H. McCaustland, (Telegram.)

"It was unanimous opinion at last night's Commercial Club meeting your delegation be urgently requested to spend one night in our city. If you can arrange to do so, invitation will be extended to Mullinville, Ford, Mineola, Bloom and Kingsdown."

Enid, Okla., Mayor Winfield Scott.

"Will be glad to meet the gentlemen from Kansas City. At the request of the Frisco, I have ordered one of our streets closed for that day for your train."

El Dorado, Kans., President A. C. Cutler, Chamber of Commerce.

"The people of Eldorado as well as the Chamber of Commerce will be pleased to have you visit us. If there is anything special desired, please do not hesitate to mention it."

Anadarko, Okla., Secretary H. W. Morgan, Commercial Club.

"We are indeed pleased to have you come to our city and will do all in our power to make your visit pleasant and profitable. We shall be very glad if your schedule is so arranged that you can be with us for an evening program."

Amarillo, Tex., S. M. Ramsey, Secretary Board of City Development.

"Amarillo is delighted to be honored by a visit of Kansas City business men. Let us know when we may expect you in order that we may provide suitable entertainment and put you in touch with our business men."

Texhoma, Okla., President Frank A. Sewell, Chamber of Commerce.

"We will be very glad to have the Kansas City business men visit our town. Nearly all our business through this part of the country is handled through Kansas City."

Hydro, Okla., Chas. H. Hatfield, President Commercial Club.

"Glad to know that the Kansas City Chamber of Commerce has included Hydro in its itinerary. The Hydro Commercial Club will be glad to welcome you to our little city."

Tulsa, Okla., Secretary Clarence B. Douglas, Chamber of Commerce.

"Please furnish additional information relative to your visit to Tulsa on your 'Victory Special.' We will endeavor to make your stay in Tulsa pleasant."

Oklahoma City, Okla., Charles E. Hall, Manager, Chamber of Commerce.

"Very glad to receive the news that our good neighbors in Kansas City have included Oklahoma City in their itinerary. I presume that a general meeting of our members and your boosters will provide ample opportunity for an interchange of friendly greetings."

COMMENDS WAYLAND FOR U. S. S. WORK.

In the following letter Mr. F. P. Neal commends most highly the work and patriotism of Mr. John T. Wayland in the War Savings Stamp Campaign of 1918:

"One of the big accomplishments of the Chamber of Commerce last year was the handling of the War Savings Stamp Campaign, in which Kansas City took an exceptionally high rank—in fact, probably the best of any city of its status in the United States. This was duly referred to in The Kansas Citian in reviewing the work of 1918.

"I was selected by the Chamber of Commerce and, on its recommendation, was appointed by the Government to take charge

of the campaign. I selected Mr. John T. Wayland as my Vice Chairman and chief assistant. We had just gotten the campaign under way when I was called to Washington to serve on the War Credits Board, where I was detained most of the year. This left the entire responsibility of the campaign with Mr. Wayland, and I wish to say that it was mainly due to his ability and untiring labors that such a creditable result was obtained. I am sure Mr. Clendenning, who was quite active in this work, will endorse this statement.

"As you may be aware, the War Savings Stamp sales were taken over by the Federal Reserve Banking System the first of this year, and Mr. Wayland was appointed to take charge of the work for the entire Tenth Federal Bank District."

“Victory Special”—Timely and Popular.

WITHIN one week of “The Kansas Citian” announcement of the 28th Annual Trade Extension Trip, with list of towns, fifty-six applications for reservations had been received at the Chamber of Commerce. This is declared by veterans of former trips to be an unusual record and one that not only insures success to the trip but the biggest and, it is expected, the most representative trip ever made by Kansas City into its trade territory.

Here is the list of men who have so far signed up for this six-day pilgrimage through Kansas, Texas and Oklahoma:

- | | |
|--|--|
| <p>K. L. Barton, Jr., and H. R. Barton, McElwain Barton Shoe Co.
 Clarence Barhydt, American Typefounders Co.
 A. J. Brechtel, Studebaker Corporation.
 R. P. Brewer, Southwest National Bank of Commerce.
 Z. T. Briggs, Z. T. Briggs Photo Supply Co.
 T. Percy Bryan, Gray-Bryan-Sweeney Coal Co.
 W. G. Catron, National Reserve Bank.
 Elon S. Clark, Mutual Life Insurance Co.
 John P. Comfort, Sales Manager, Missouri Interstate Paper Co.
 A. P. Denton, Denton Engineering & Construction Co.
 M. K. Fletcher, S. A. Maxwell & Co.
 Paul Fogel, Fogel Construction Co.
 Harry S. Frazer, Union Bank Note Co.
 W. T. Grant, Business Men's Accident Assn.
 J. M. Hellings, Vice President, Inter-State National Bank.
 L. E. Holland, Holland Engraving Co.
 J. Howard Harbison, Secretary, Harbison Manufacturing Co.
 T. L. Hughes, District Sales Manager, Lehigh Portland Cement Co.
 G. D. M. Jones, Lyle A. Stephenson.
 David M. Kennard, J. C. Nichols Inv't. Co.
 Theo. H. Lampe, Lee Live Stock Commission Co.
 J. E. Launder, Independent Electric Co.
 D. M. Lighton, Woolf Bros.
 Louis Loewen, Enterprise Man'g. Co.
 J. E. Longmoor, Vice President, Drovers National Bank.
 C. W. Lonsdale, Simonds-Shields-Lonsdale Grain Co.
 W. Malcom Lowry, Henrici Lowry Eng. Co.
 J. F. Martin, Buick Motor Co.
 Robert C. Marley, and Ralph E. Morrison, Empire Gas & Fuel Co.
 P. M. Masters, Assistant Cashier, New England National Bank.</p> | <p>W. S. McLucas, Pres., Commerce Trust Co.
 D. A. McDonald, Vice President, Fidelity Trust Co.
 E. A. McMurtry, Columbia Graphophone Co.
 Geo. F. McKenney, The Bishop Press.
 A. G. McPike, McPike Drug Co.
 F. J. McGinley, Patent Vulcanite Roof'g Co.
 E. J. McNamara, C. C. Clemons Produce Co.
 Geo. Montgomery, Elevators.
 Chas. H. Moore, Vice President, National City Bank.
 Jack P. Miller, Royal Union Life Ins. Co.
 W. P. Munger, Burnham-Munger-Root Dry Goods Co.
 Walter Negbaur, Negbaur & Sons.
 Nichols Wire & Sheet Co.
 Francis Poindexter, H. T. Poindexter Mercantile Co.
 E. J. Powell, Marwick, Mitchell, Peat & Co.
 B. J. Pierce and J. W. Jenkins III, J. W. Jenkins' Sons Music Co.
 B. A. Parsons, Parke-Davis Drug Co.
 H. W. Ritterhoff, Home Telephone Co.
 Alfred P. Rothschild, Rothschild & Sons.
 S. B. Robertson, Studebaker Corporation, Vehicle Department.
 Leon Smith, Smith-McCord-Townsend Dry Goods Co.
 Geo. Simpson, B. F. Goodrich Rubber Co.
 L. C. Smith, Commonwealth National Bank.
 Joe Timmer, The Jos. Timmer Hardware Co.
 A. A. Trostler, Schmelzer Arms Co.
 Joe Tingle, Tingle Oil Co.
 H. A. White or H. N. Faris, Kellogg Switchboard & Supply Co.
 Geo. Wild, Sales Manager, Loose-Wiles Biscuit Co.
 J. A. Vance, K. C. Structural Steel Co.
 R. W. Watson and Kellogg Smith, Schooley Stationery Co.
 Harry Warren, Midwest National Bank.
 Walter J. Wood, King's Housewrecking, Salvage & Lumber Co.
 W. H. Weeks, Kansas City Stock Yards Co.
 F. E. Whalen, Potts-Turnbull Advertis'g Co.</p> |
|--|--|

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And Model Purchasing Agent's Office

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1011 MCGEE STREET

KANSAS CITY, MO.

TRADE EXTENSION LITERATURE.

A handsome 12-page folder, time table form, is being gotten up for use in advertising the "Victory Special" in the territory to be visited in May. One of these will be mailed in advance of the trip to every merchant and business man in each of the fifty-five towns on the itinerary. This alone will number something over 10,000. It therefore behooves every prospective participant to make his reservation forthwith so that he may have all of the advance advertising in the territory in which he may be doing business. Ten thousand more of the folders will be taken along and distributed on the trip.

The folder as already designed is a credit to the graphic arts of Kansas City. It will be in duo tints that will bring out most strikingly and effectively the picturesque business side of Kansas City. A beautiful combination of green and gold is the color scheme. Two pages are devoted to a greeting to Kansas City's trade territory. A two page map of the route follows, with the full itinerary, everything pertaining to the towns to be visited, populations, distance of the business sections from the depots, etc. Then there will be two lists of the entire party—one in alphabetical arrangement and the other classified into lines of business. The whole while simple will be an effective piece of literature. The art work is being done by the Holland Engraving Company and the printing by the Union Bank Note Company.

"VICTORY SPECIAL" EDITION.

So many nice things have been said about last week's "Kansas Citian," especially about the cover design, that it is only fair to state that it was the work of the Holland Engraving Company, Mr. Lou Holland having more than a business interest in the proposition by reason of being in charge of the publicity work of the trade trip. Incidentally, the members may be interested in knowing that the Chamber's weekly is printed by the Western Newspaper Union.

"Yes, we noticed that a few of last week's 'Kansas Citians' were without the date line. Such things will happen once in a while. Fortunately the reading matter on the inside of the publication was not impaired and that is what members are expected to read—not the date line."—Editor.

Do you realize that sixty members have signed up for the "Victory Special?" Are you one of them?

RESOLUTIONS ON**DEATH OF W. P. BORLAND.**

The following resolutions were adopted by the Board of Directors at its meeting last week as a fitting expression of the governing body of The Chamber of Commerce of Kansas City on the death of one of its most valued members, the late William P. Borland, Congressman from this district:

Kansas City was greatly shocked to learn of the death of Honorable William Patterson Borland, which occurred in Field Hospital 301, Fourth Army Corps in France, February 21, 1919.

For ten years Mr. Borland had represented the Kansas City district in Congress and the interest of his constituents and his desire to serve them was the dominant feature of his character while occupying a public position.

In the memorial service, which was given for him in the House of Representatives on March 2, he was characterized as a man who loved to do right, that he catered to no pernicious organizations; and that he never sacrificed his honor or independence for political preferment.

He always dared to do his duty; no higher tribute than this could be paid to a public servant, and Kansas City will always remember his devoted interest to the welfare of this city.

The Board of Directors of the Chamber of Commerce desire to place upon record the esteem which they had for Mr. Borland.

Therefore, be it Resolved, That in the death of the Honorable William Patterson Borland, Kansas City has lost one of its good citizens.

As our representative in Congress his ambition was to serve his constituents to the best of his ability, he was faithful in the discharge of every duty, he was a student of economic problems, and he weighed carefully every subject that was presented to him.

He never lost an opportunity to speak favorably of his home town, and he has left a record of which his family and friends may justly be proud.

To his bereaved family we tender our sincerest sympathy and share with them their grief. We appreciated his sterling worth and the Chamber of Commerce will always remember his efforts to promote the things that were right according to his best judgment.

C. W. LONSDALE, Chairman
H. L. BENJAMIN,
JAMES KETNER,
E. R. SWEENEY,
F. C. MARQUA.

ROOSEVELT MEMORIAL.

As the Chamber of Commerce representative in the Boy Scout Council, Secretary J. M. Guild has been made chairman of the committee to have charge of the planting of a grove of trees as a memorial to the late Theodore Roosevelt, who was an honorary vice-president of the Scout organization.

COMPARISON

AVERAGE RETAIL PRICES OF THE PRINCIPAL ARTICLES
BY THE UNITED STATES DEPARTMENT OF AGRICULTURE

There is submitted herewith a tabulation just completed of principal articles of food in 17 cities as of November 15, 1918, of Labor, Bureau of Labor Statistics. This shows Kansas City less than the average on ten articles of food, and higher than Kansas City.

	Sirloin Steak, Pound	Rib Roast, Pound	Pork Chops, Pound	Bacon, Pound	Sliced Ham, Pound	Sliced Lard, Pound
Bridgeport, Conn.	\$0.515	\$0.390	\$0.469	\$0.623	\$0.613	\$0.342
Charleston, S. C. ....	.375	.323	.483	.619	.540	.356
Cincinnati, Ohio ....	.340	.275	.383	.545	.528	.323
Columbus, Ohio ....	.381	.315	.373	.577	.551	.343
Dallas, Texas ....	.375	.327	.439	.626	.558	.333
Indianapolis, Ind. ....	.356	.276	.398	.546	.546	.338
Jacksonville, Fla. ....	.407	.319	.450	.609	.527	.349
Kansas City, Mo. ....	.370	.284	.376	.602	.527	.352
Little Rock, Ark. ....	.404	.348	.436	.607	.538	.346
Louisville, Ky. ....	.371	.305	.424	.591	.540	.339
Memphis, Tenn. ....	.377	.306	.426	.606	.533	.342
Minneapolis, Minn. ....	.284	.237	.374	.550	.517	.333
Omaha, Nebr. ....	.368	.283	.378	.604	.554	.343
Peoria, Ill. ....	.353	.263	.374	.587	.547	.347
Rochester, N. Y. ....	.378	.307	.432	.513	.517	.341
Salt Lake City, Utah. ....	.340	.274	.454	.593	.518	.350
Scranton, Pa. ....	.456	.365	.449	.594	.565	.349
Average of Averages.	\$0.380	\$0.306	\$0.422	\$0.588	\$0.542	\$0.342
Where Kansas City stands	6	7	4	10	4	15

I. A. F. E. MEETS HERE.

That Kansas City is being recognized as a real convention center is typified by the notice received several days ago by the Convention Bureau from Chief Alex Henderson of the Fire Department, who attended the meeting of officers of International Association of Fire Fighters at St. Louis. Kansas City has been chosen as the meeting place for the 47th Annual Convention which meets in June this year. This will bring to Kansas City approximately three thousand delegates and their wives for a three-day meeting.

INTER-CITY COMMITTEE
MEETS AGAIN.

The Inter-City Committee met again on March 25, to consider the razing of the L structure. They met this time on the Kansas side. The Committee is going into this matter thoroughly and is not yet ready to make recommendations. The situation presents many difficulties and it is hoped by the Committee that they may be able to suggest a workable solution. Another meeting is scheduled for this week.

TO JEFFERSON CITY ON
CONSTITUTION CONVENTION.

Mr. Henry Beardsley, Chairman of the New Constitution Committee of the Department of Civics, with Mr. Mathonet of the Department Staff, spent several days in Jefferson City last week in an effort to break the deadlock which is holding up the new constitution proposition. Mr. Beardsley had been asked by members of the Legislature to come to Jefferson City on behalf of the Chamber of Commerce Committee. It is still possible for the Legislature to pass the bills providing for the calling of an election to decide whether or not a new constitution is wanted. Every trip made to Jefferson City on this matter and every letter sent has an effect. The co-operation of members is invited.

LUNCHEON ENGAGEMENTS

Wednesday, April 2, Major General Peter E. Traub, 35th Div. Com. (For Members Only)

Monday, April 7, Edward N. Hurley, Chairman, United States Shipping Board.

Mark These on Your Calendar.

FOOD PRICES

FOOD FOR NOVEMBER 15, 1918, AS COMPILED
BUREAU OF LABOR STATISTICS.

Industrial Department showing the average retail prices
of the latest statistics available through the Department
a list of seventeen cities, the cost in Kansas City being
shown on only four, making a very satisfactory showing for

Eggs, Strictly Fresh-Dozen	Butter Pound	Flour, Pound	Potatoes, Pound	Navy Beans, Pound	Sugar, Pound	Coffee, Pound
\$0.933	\$0.614	\$0.069	\$0.036	\$0.172	\$0.109	\$0.324
.590	.672	.070	.046	.192	.104	.288
.662	.676	.065	.034	.143	.108	.270
.697	.695	.066	.032	.142	.110	.295
.623	.633	.067	.037	.174	.110	.332
.693	.676	.064	.029	.145	.110	.301
.700	.672	.071	.044	.180	.105	.336
.668	.665	.064	.030	.171	.111	.287
.596	.662	.065	.033	.148	.109	.339
.663	.687	.065	.029	.154	.110	.276
.642	.686	.067	.035	.164	.106	.308
.627	.643	.062	.022	.142	.110	.312
.671	.652	.063	.027	.150	.110	.318
.638	.647	.069	.027	.161	.110	.273
.779	.632	.066	.029	.151	.106	.300
.713	.653	.057	.022	.163	.111	.352
.689	.613	.069	.031	.167	.108	.333
\$0.681	\$0.657	\$0.066	\$0.032	\$0.160	\$0.109	\$0.308
9	9	4	8	13	16	4

FRENCH ARMY BAND TONIGHT.

Kansas City Lovers of music will have an opportunity to hear more than musicians in the French Army Band at Convention Hall tonight. Every member of the Band in addition to being an artist is also a seasoned warrior. The concert itself will be a patriotic affair, for the benefit of the French War Chari ties. The program to be given is as follows:

- (a) Star Spangled Banner
- (b) La Marseillaise
- Phedre (Overture) Massenet
- Violin Solo—Rondo Capriccioso Saint Saens
M. Alexandre Debruille.
- (a) March of the Little Leaden Soldiers Gabriel Pierre
- (b) American Patrol Meacham
- Rhapsodie Norvegienne-Andante, Allegretto Edouard Lalo
- Piano Solo
- (a) Barcarolle
- (b) Etude en forme de Valse.....Saint Saens
M. Georges Truc.
- Ballet de Sylvia.....Leo Delibes
- (a) Valse Lente
- (b) Pizzicato
- (c) March et Cortege de Bacchus
French Military Marches.
- (a) Le Pere La Victoire.....Louis Ganne
- (b) Sambre et Meuse.....Planquette

The band is touring this country under the auspices of the French High Commission and was some months ago encouraged to come to Kansas City by the Chamber of Commerce.

1919 Harvest of New Members

(Continued from last week.)

- Detmer Woolen Co. (Firm)
1114 Grand Avenue.
- Jackson, George P.
Geo. P. Jackson & Co., 403 Commerce Bldg.
- Jackson Motor Co. of Missouri (Firm)
1727 McGee Street.
- Kimball, John V., Insurance
322 Ridge Building.
- Linton, W. R., Hood Tire Co.
1516 Grand Avenue.
- M
- McClaskey, G. D., Poultry Culture Magazine
606 Graphic Arts Building.
- McColgin, J. F., State Manager, Insurance
602 Shukert Building.
- McCallum, Dr. F. M., Surgeon
721 Lathrop Building.
- McCoy, Charles E., Lawyer
1311 Commerce Building.
- McColgin, J. F., State Manager, Insurance
602 Shukert Building.
- McCallum, Dr. F. M., Surgeon
721 Lathrop Building.
- McCoy, Charles E., Lawyer
1311 Commerce Building.
- McCreary, H. A.
Rioletta Cigar Factory, 813-14 Republic Bldg.
- McDowell, D. C.
Day and Night Printing Co., 308 East 15th St.
- McKenzie, Dr. A. L.
K. C. U. of Physicians, 506 Commerce Bldg.
- McLaughlin, C. E., Rentals and Insurance
231-32 Reserve Bank Building.
- McMahon, E. R.
Her & Co., 525 Wyandotte Street.
- McMillan, Rae W.
Miller Tire Sales Co., 3000 McGee Trafficway.
- McNeillis, M. J.
South Side Bank, 3847 Main Street.
- McNinch, J. R.
McNinch Art Shop, 1118 Walnut Street.
- Mackey, Dr. J. F., Surgeon
3719 Forest Avenue.
- Madden, T. J., Attorney
931 Scarritt Building.
- Main, D. C.
D. C. Main Furniture Co., 3109-11 Main St.
- Maloney, Walter H., Attorney
506-7 New York Life Building.
- Mankameyer, Charles H.
Paramount Cafe, 1629 Grand Avenue.
- Martin, Dr. H. L., Physician
601 East 12th Street.
- Martin, W. B.
Rainbow Oil Co., 717 Ridge Arcade.
- Martin, Wilson K.
Elliott-Fisher Co., 817 Gloyd Building.
- Marty Investment Co. (Firm)
305 Elmhurst Building.
- Mast, O. V.
Carroll & Mast, Undertakers, 1915 East 15th.
- Maxwell Investment Co. (2 additional)
825 Lathrop Building.
- Mendel, L. H.
Frankel-Frank & Co., Milliners, 1000 Broadway.
- Markle Machinery Co. (Firm)
508 Interstate Building.
- Metcalf, Harry K.
Metcalf Mfg. Co., 1708 Main Street.
- Meyn, Fred
Lotta Miles Tire Co., 2305 Grand Avenue.
- Michigan Auto Top Co. (Firm)
2330 Penn Street.
- Mid-Continent Iron Co. (Firm)
6th Floor Security Building.
- Mid-Continent Mfg. Co. (Firm)
16 East 16th Street.
- Mid-Continent Securities Co. (Firm)
706 American Bank Building.
- Midwest Motor Co. (Firm)
526 Lathrop Building.
- Miller, C. W.
Dallas Oil & Gas Co., 423 Dwight Bldg.
- Miller, Dr. E. L., Surgeon
930 Rialto Building.
- Miller, E. L.
E. L. Miller Mfg. Co., 915 Baltimore.
- Miller, F. R., Bonds
403 Commerce Building.
- Miller, M. J., Motion Picture Adv.
314 Hall Building.
- Miller & Sayre (Personal increased to Firm)
508 Lathrop Building.
- Milligan, J. H., Oil Producer
208 Dwight Building.
- Missouri Abstract & Guaranty Co. (3)
920 Walnut Street.
- Missouri Dairy Co. (3)
1207 Locust Street.
- Mo. Lumber & Land Exchange (1 additional)
111 R. A. Long Building.
- Mitchell, R. W.
Capper Publications, 300 Graphic Arts Bldg.
- Mohr, Paul M.
Zenith Milling Co., 1st and Troost Avenue.
- Moore, Heath
N. Y. Life Ins. Co., 102 N. L. Life Bldg.
- Moore, Dr. William A., Dentist
1204 Rialto Building.
- Morley, Herbert F.
P. J. Morley & Son, 416 Sheidley Building.
- Morr, D. A.
Blue Line Transfer Co., 311 West 19th St.
- Morrison, D. R.
Integrity Mutual Casualty Co., 515 Grand Avenue Temple.
- Morse, Glenn R.
Aluminum Co. of America, 608 R. A. Long Building.
- Morton Gum Co., Inc., J. T. (Firm)
1427-33 Chestnut Street.
- Morton Salt Co. (1 additional)
512 Lathrop Building.
- Moyers, J. R., District Manager Yeomen
434 Reserve Bank Building.
- Monarch Gas Filling Station (Firm)
1720-24 Grand Avenue.
- Murray, H. M.
People's Storage Co., 1407-9-11 Central St.
- Morton, Clyde M.
Oxford Hotel.
- Mosher-Roe Abstract & Guaranty Co. (Firm)
112 East 9th Street.
- Myers, A. E.
Phoenix Mutual Life Ins. Co., 609-10 Sharp Building.
- N
- Nafziger Baking Co., (Personal increased to Firm)
Admiral Boulevard and Virginia Avenue.
- National City Company (Firm)
711 Republic Building.
- National Paper Box Co. (Firm)
20th and Tracy.
- Neil, John T., Contractor
Railway Exchange Building.
- Nelson, James H.
Nelson Sign Co., 918 Main Street.
- Nelson, M. A.
Equitable Life Assurance Society, 301 Republic Building.
- Nelson, Thomas W.
Nelson Planing Mill Product Co., 1524 Holmes Street.
- Neudeck, E. H.
E. H. Neudeck Mfg. Co., 15th and Troost Ave.
- Newby Transfer & Storage Co. (Firm)
1422 St. Louis Avenue.
- Newhouse, Dr. Stanley
409 Commerce Building.
- Nichols Wire & Sheet Co. (2 Add'l)
2100 Baltimore.
- Nicholson Construction Co. (Firm)
820 Commerce Building.
- Nigro & Son (Personal increased to Firm)
602 East 5th Street.
- Nokes, A. E.
Auction Furniture, 559 Walnut.
- Norgrove, R. S. "Dick" (Signs)
1227 Grand Avenue.

(Continued next week.)

"Make Kansas City a Good Place to Live In"

HERE is a letter from Mr. Frank D. Askew so rich in analysis of and dissertation on the use of a preposition at the end of a sentence that it is published in full as a literary contribution to The Kansas Citian that members of the Chamber will appreciate. The letter has to do with the motto adopted by the Commercial Club many years ago at the instigation of the President of the Club, Frank A. Faxon. Whether strictly grammatical or not, the old motto has been a good one to tie to and it undoubtedly has had a great influence in making "Kansas City a good place to live in."

Mr. Askew's letter is submitted regardless of the fact that it may again revive the question.

Kansas City, Mo., Feb. 19, 1919.

Mr. B. A. Parsons,
President Chamber of Commerce,
Kansas City, Mo.

Dear Mr. Parsons:

Some time ago there was considerable discussion concerning the grammatical correctness of the motto, "MAKE KANSAS CITY A GOOD PLACE TO LIVE IN."

A day or so ago I ran across an interesting argument which fits and defends the motto as the Chamber of Commerce maintains it. I found this in a small hand book entitled, "Helpful Hints In English," published by Funk & Wagnalls Co., New York City. The defense is as follows:

"Never end a sentence with a **preposition**." Why not? "It's not allowed by Latin grammar." But we are speaking English. It is allowed in German grammar, and our language is at base Germanic. "Well, **preposition** means something placed before, so it can not come last." Yes, and **interjection** means something thrown between; yet the **interjection** is often the very first word in the sentence: "Oh, where shall rest be found?" The old Latin names of parts of speech prove nothing. They were made on the wrong side of the English Channel. "What did you come for?" is perfectly good English; it is not necessarily equivalent to "Why did you come?" Why ask for a reason; **what** refers to an object; the answer might be "For a book." The relative **that** must be followed by its preposition if any is used; "I know the man **that** he talked with;" we can not say, "the man **with that** he talked," and "the man **with whom** he talked" is more formal and less vigorous than the other phrase. The inseparable prepositions must often come to the end of a sentence: "That is a thing to be laughed at;" we can not say, "That is a thing **at** which to be laughed." English likes the preposition at the end of the clause or sentence. The schoolboys have paraphrased the rule to read, "Never use a preposition to end a sentence **with**." Literature is full of this vigorous sentence-ending.

"Three things a man is most likely to be cheated in—a horse, a wig, and a wife."

Benjamin Franklin, "Poor Richard's Almanac."
"The soil out of which such men as he are made is good to be born on, good to live for, good to die for, and to be buried in."

Lewell "Among My Books," Second Series, Garfield.
(If you want to take the life out of that, say "good on which to be born," etc.)

"I count life just a stuff

To try the soul's strength on."

Robert Browning, "In a Balcony" 1.642.

The usage will outlast the grammarians who are afraid of it; there is nothing here to be afraid of.

You might hand this to Mr. Clendenning to be filed away in case of any future attack upon the motto of the Chamber of Commerce as it now stands.

Yours truly,

(Signed) FRANK D. ASKEW.

Legislative Bureau Bulletin No. 7.

By PIERRE R. PORTER, Director.

(March 27, 1919.)

BILLS WHICH HAVE PASSED THE SENATE.

(But not the House)

3. Provides for compensation for circuit judges while acting as juvenile judge. Applies only to counties having only one circuit judge.
6. Time of holding court in thirty-seventh circuit.
102. An act to repeal sections 788 to 811, both inclusive, of the Revised Statutes of Missouri, 1909, relating to animals.
324. An act to repeal section 10938 of article 8 of chapter 106 of the Revised Statutes of Missouri, 1909, relating to salaries of county superintendents of schools, and to enact four new sections in lieu thereof.
335. An act to providing for the apportionment of school funds and distribution of state aid to schools in any year following a condition of infectious disease, epidemic, contagion, or plague within the state, with an emergency clause.
599. An act to provide salary of county school superintendent in counties, now or hereafter having eighty thousand inhabitants, or more, and which now, or may hereafter, adjoin a city, now or hereafter, having two hundred thousand inhabitants or more, with an emergency clause.

BILLS WHICH HAVE PASSED THE HOUSE.

(But not the Senate.)

75. An act to provide for the appointment of commissioners in the St. Louis court of appeals prescribing their qualifications, the manner of their appointment, and their duties, and fixing their term and compensation, with an emergency clause.
179. An act to amend the title of "An act to create a board of police in all cities of this state now having, or which may hereafter have, one hundred thousand and less than three hundred thousand inhabitants, to provide for the appointment of same and define the duties thereof, and to provide for the appointment and organization, government and equipment of the police force in such cities," approved May 18, 1899, and to amend the title to article XVII of chapter 84 of the Revised Statutes of Missouri, and to amend section 9764 of the Revised Statutes of Missouri.
466. An act providing for and relating to the inspection of all non-intoxicating and carbonated beverages and so-called "soft drinks," by whatever name called, also syrups, extracts, and flavors of all kinds intended for use in the preparation of soft drinks, repealing sections 1, 2, 3, 4, 5, 6, 7, 8 and 9 of an act approved April 10, 1917, relating to inspection of soft drinks, session acts 1917, page 307, also repealing sections 6757 and 6758 of the Revised Statutes of Missouri, 1909, relating to beer inspector, and creating the office of state beverage inspector, fixing his duties, and salary, providing for the appointment of deputies and fixing their salaries, and for other clerical and chemical help, and providing for the collection of fees for such inspection and penalties for the violation hereof, with an emergency clause.
79. An act to provide a system of workmen's compensation. (Labor Bill.)

NEW BILLS INTRODUCED IN THE SENATE.

703. An Act to enable the qualified electors of Missouri who may on the occurrence of any general or primary election be absent from the state by reason of being in the military service of the state or of the United States, to cast their votes wherever they may be, and providing for the appointment of a soldiers' election commission or commissions to receive said votes, for counting the same, and rescribing penalties for violation thereof, and providing for the repeal of an act of the 49th general assembly entitled, "An act to provide a method of voting at any general election by electors who are members of the Missouri national guard and who have been called into the service of the national government and to repeal all acts or parts of acts inconsistent herewith," approved April 13, 1917, and to repeal acts or parts of acts inconsistent herewith.
704. An Act providing for the cession of the jurisdiction of the state of Missouri over certain lands in Vernon county, Missouri, and consenting to the purchase thereof by the United States for use as a rifle range for the national guard of Missouri.
708. An Act to provide for a collective exhibit of the resources of the state of Missouri, at or near the city of St. Louis, Missouri, in commemoration of the one hundredth

LEGISLATIVE BUREAU BULLETIN NO. 7.—Continued.

anniversary of the admission of the state into the union of states to be held in the year 1921, and to, make an appropriation therefor.

712. An Act authorizing cities which now have or which may hereafter have five hundred thousand or more inhabitants, to condemn for public use, property, real or personal, or any easement or use therein, without such city, and providing for the place of instituting proceedings and the procedure therein.
 Section 1. Authorizing condemnation proceedings.
 Section 2. Providing for the place of instituting proceedings and the procedure therein.
714. An Act to amend an act entitled, "An act to repeal article 1, chapter 98, Revised Statutes 1909, entitled 'Pools, trusts, conspiracies and discriminations,' and to enact a new article in lieu thereof, to be known as article 1, chapter 98, and entitled 'Pools, trusts, conspiracies and discriminations,'" approved March 29, 1913, by adding at the end of section 10301, as amended by said act, the clause "Provided that agreements between dealers in coal or other fuel, based on a reasonable service charge and reasonable profit to be added to cost or average cost, shall be lawful, if made with the approval of the attorney-general," with an emergency clause.
720. An Act to create a domestic relations and juvenile court in all counties in this state containing a city of 200,000 and less than 500,000 inhabitants, defining its jurisdiction and duties, and providing for the appointment of a judge thereof.

NEW HOUSE BILLS INTRODUCED IN THE HOUSE.

967. An Act to reorganize the civil administration of the state government into nine departments, consolidating related administrative functions and offices into a department, providing for a director thereof, subject to appointment and removal by the governor, conferring certain additional powers, and repealing acts, inconsistent with the provisions of this act.

This bill creates the following nine departments of the state Government:

1. The department of agriculture.
2. The department of finance.
3. The department of labor.
4. The department of mines and minerals.
5. The department of public works and buildings.
6. The department of public welfare.
7. The department of public health.
8. The department of trade and commerce.
9. The department of registration and education.

Each department is administered by a director who is provided with an assistant director, an advisory and executive board. The bill is 41 pages and would seem to provide for an elaborate scheme of commission form of administration of the state governmental functions.

987. An Act authorizing and empowering a corporation doing business in this state to subscribe for stock in a company organized under the laws of this state for the purpose of developing and maintaining a market for bills of exchange and other evidences of debt originating in connection with foreign and domestic trade, with an emergency clause.

(This bill is backed by the banking interests of St. Louis who established in their city a discount board. There is nothing in the bill which would provide the establishing of a similar board in Kansas City providing the idea is feasible. This is an important bit of legislature and should be acted upon by The Chamber of Commerce.)

988. Providing for change in the law regarding banks and trust companies to permit the establishing of a discount board. This bill is to be considered together with 987.
992. An Act relating to the confiscation by a railroad or railway company of coal and the payment thereof.
993. Amends present law relating to hotels, inns and boarding houses by defining what buildings shall be construed to be hotels.
1011. An Act to levy a tax of two per centum per annum on the gross income on coal, oil, gas and mineral lands or leases; and providing the form of the reports whereon such gross income is to be computed by the county assessor and the state bureau of mines.

"Victory Special" Luncheon.

"YOU'LL be just as welcome as sunshine, or rain after a forty days' drouth. We want you in Oklahoma as you want us. We need you as badly as you need us. We need your co-operation, your help and your financing and when you come through Oklahoma in May, you will find real folks, living in a section of the country that, independent of its oil production, has the brightest agricultural prospects. It is well for Kansas City to get better acquainted."

This is but a sample of the things said by Mr. Lee Phillips, banker of Bartlesville, Okla., at the "Victory Special" luncheon March 26.

It has been thought well by Vice President F. C. Marqua, head of the Young Men's Department, under whose auspices the luncheon was given, to have someone from the territory to be covered on the forthcoming trade trip as a speaker. No one was or could be considered more representative of Oklahoma than Mr. Phillips, even if from a town not on the trade trip itinerary.

During the luncheon there were the usual musical features of Y. M. D. meetings. Immediately following, Chairman Harry S. Frazer of the Trade Extension Committee took charge. In his opening remarks he stated briefly that the people in Kansas City trade territory are not only sellers of their products to Kansas City, but buyers from Kansas City: that the territory to be visited in May not only feeds Kansas City but buys here.

"Any business man who does not feel the pulse of the outside territory is overlooking an important factor. If you would know your trade go out and meet it. Go and visit your customer in his place of business. Your visit will be not only appreciated by him but will give you a new idea of how he does business" were some of Mr. Frazer's remarks.

A missionary trip, a go-get-trade trip and a good fellowship tour combined is what Mr. Frazer stated the May trip would be, and that a month ago it had seemed almost impossible to meet some of the railroad requirements and at the same time satisfy the participants that they would have the comforts extended on similar trips in years past. Especially so, he said, in the matter of pullman accommodations, but that all obstacles have been overcome and that every man is now assured a full section. Also that the Victory Loan campaign will be over in time to allow workers a week at their

own business before the trip is made.

That the "Victory Special" is to be a wonderful success was predicted and proven by the reading of 54 names of applicants who have already signed the application blank on the dotted line. These, Mr. Frazer said, have come in practically without solicitation and with only limited advertising.

He then read letters and telegrams from chambers of commerce and mayors of a score of towns along the line of the trip, everyone expressing not only interest in the coming of the Kansas City business men, but assuring a hearty welcome and the right kind of co-operation. These removed any doubt that anyone might have had regarding the attitude of the trade territory towards Kansas City.

Announcement was made that the "Victory Special" would be a steel train throughout, consisting of two baggage cars, two dining cars, a day coach, seven pullmans and an observation car, with the famous Fred Harvey service throughout the six days: that 55 towns would be visited, with a minimum of fifteen minute stops and from that up to over night stops. He warned his hearers that nothing short of the name on the dotted line would be considered an application for space and that reservations would close when the maximum number of 125 is reached.

Mr. Frazer elaborated at some length on the four automobile good-fellowship tours to be conducted later in the year, one in each of the months of June, July, August and September, with details, routes and other features.

Mr. E. M. Clendening, Assistant to the President, and a veteran trade tripper, having made every trade trip out of Kansas City, was introduced to speak on a display of lantern slides of pictures taken in connection with former trips, including advertising, articles in the country newspapers, depot platform groups, parades and scenes in the various towns. These proved wonderfully interesting and showed more clearly than possible in any other way how the trips are conducted. He closed with the motto adopted by the Chamber years ago descriptive of trade trips:

"Designed to regulate the imagination by reality: and instead of thinking how things may be, we see them as they are."

Mr. Phillips was then introduced and so expressed himself that there was no room

(Continued on page 247.)

DOWN TO FIVE SITES.

The so-called "committee of six," that has the responsibility for locating the site for the proposed new exposition building to house all of Kansas City's big shows, held its third meeting on the call of Col. M. A. Foster, Chairman, the evening of March 25. A four-hour session cleared the decks of nineteen of the twenty-four definite propositions that had been received, involving a total of more than \$4,000,000 of property. On many of the sites submitted no figures had been originally submitted and the committee was not sufficiently interested to ask for cost.

The committee has agreed upon five sites, any one of which would answer the purpose of the proposed building and on these Chairman Foster and Secretary Guild have been instructed to secure options. The committee was governed in its work by such features as central location, accessibility, street car transportation, advertising value, trackage or proximity to it, street grades, contour and shape of the tract, area and cost.

At the meeting last week there were present in addition to Chairman Foster, Messrs. J. P. Smith and Guy Hall, representing the tractor interests; R. C. Greenlease and E. E. Peake, representing the automobile men; F. J. Bannister, dairy interests; W. I. Drummond, International Farm Congress; W. H. Weeks, American-Royal Live Stock Show; George S. Hovey, chairman of the new committee to finance and promote the construction of the building; George Collett, formerly head of the Stock Yards Company, and Secretary J. M. Guild.

The Committee was very much pleased to have Mr. Hovey introduced in his new capacity; in fact, everyone is delighted with the choice of the Board for this important public task. In speaking on the subject, Mr. Hovey stated that the new committee has a wonderful opportunity to serve the present and future generations of Kansas City and that the time is most opportune. That he has the necessary vision was evidenced in his declaration that the building must be projected on a big scale, not only for the immediate but for the distant future, predicting that even within the lifetime of the members of the committee Kansas City would have to provide for a million people and that no mistake must be made in planning a building commensurate with Kansas City's growing population and importance.

April first is the payment date for semi-annual dues. Prompt payment saves book-keeping and gives the organization money it can use.

CLEAN-UP CAMPAIGN.

Kansas City is to be cleaned up, at least, it will if plans now being made by Dr. E. H. Bullock, Health Commissioner, with the co-operation of the Chamber of Commerce and other civic organizations are carried through. The Department of Civics has been in touch with Dr. Bullock and other city authorities with respect to this matter for some time and has offered full co-operation. The Department has been considering a comprehensive clean-up, and in taking the matter up with city officials, it was decided that this is a proposition which should be and can best be handled by the city. It is a work that is necessary for the general appearance of the city as well as the health of the citizens. It is hoped to have the campaign for a week, about the middle of April.

Special Luncheon next Monday. (See back cover page.)

(Continued from page 246.)

for doubt in any man's mind that Oklahoma is a state of such diversified and undeveloped resources that it has no equal. As a word painter Mr. Phillips proved himself an artist, with his description of Oklahoma today where he said the sun shines brighter and it rains less sometimes, and his prediction for the morrow; declaring that Oklahoma has made more recent progress than any other state and that it produces almost every product of the soil, including everything from cotton to corn; that it has all minerals, that it is one of the greatest cattle regions of the Southwest; that it is just at the threshold of its great development which has been held back for lack of capital.

The speaker showed himself familiar with chamber of commerce work in which he declared himself a great believer. He criticized the organizations that have in the past forced business men to organize luncheon and dinner clubs, bringing out that a chamber of commerce should be the body around which everyone should rally, and commended the more modern chamber with its widened vision and to which every business man owes not only financial support, but his service. In closing Mr. Phillips referred to the tremendous volume of business done by Oklahoma in Kansas City and that in coming through Oklahoma, Kansas City was to be commended for good business foresight.

Mr. H. A. Russell, Secretary of the Ft. Scott Chamber of Commerce, was introduced, but on account of the late hour had no opportunity to speak. The balance of the program consisted of two reels of industrial scenes in Kansas City.

Traffic and Transportation

EAST LYNNE, MO.

The M. K. & T. will accept L. C. L. shipments for East Lynne, Mo., with daily service. All should amend their Sailing-Day Schedules accordingly.

HUME, MO.

The K. C. S. Ry. will accept L. C. L. shipments for Hume, Mo., on Monday, Wednesday and Friday. All should so amend their Sailing-Day Schedules.

DELIVERY OF FREIGHT.

The Regional Directors are issuing circulars on the subject of delivering freight to other than consignee, pointing out that various methods of procedure exist with the various roads.

A form is provided by which consignees will give notice to carriers when wishing to authorize delivery to other parties.

EXPRESS PACKING RULE.

The American Railway Express Company, on orders from George S. Lee, vice-president, have started enforcing a packing rule throughout the country, as follows:

"Implements and tools, such as coulters, pitchforks, plow points, sickle bars, scythe blades, etc., must be boxed or crated, or have all sharp edges or points protected by wood in such manner as to prevent injury to employes and damage to other articles, and will not be accepted unless so packed."

This works a great hardship on many shippers, especially agricultural implement dealers.

NEW DIVISION FREIGHT AGENT.

H. F. Sanborn has been appointed division freight agent of the St. L.-S. F.-M., K. & T., succeeding H. B. Sperry, who is now associated with J. C. Nichols in the real estate business.

Mr. Sanborn was formerly general agent of the Frisco at St. Louis and before then general agent at Minneapolis.

GENERAL ORDER 58.

The Director-General has issued general order 58, which defines the policy of the Railroad Administration as to jurisdiction of state authority, etc.

The order states that transportation systems under Federal control will continue subject to the lawful police regulations of the states applicable to privately owned transportation facilities, in such matters as spur tracks, crossings, safety appliances, track connections, train service, establishment and maintenance of station facilities, investigation of accidents, and all other matters of local service, safety and equipment. It will be the policy of the Director-General to cause the orders of the state commissions in these matters to be carried out.

The question of the rate power of the state commissions, under present conditions, however, is in dispute, and the Director-General states that it will be his policy to expedite a final decision by the appropriate tribunal.

The Directors of Public Service and of Traffic are directed, before authorizing rate advances of any importance, to submit same to commissions in States affected for their advice and suggestions.

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Write or Phone for
Latest Information

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INVESTMENT CO.

609 Victor Building, Kansas City, Mo.

TRAFFIC DEPARTMENT.

(Continued from page 248.)

FREE TIME ON HAY.

Saturday afternoon, March 29, a committee from the Kansas City Hay Dealers' Association, accompanied by the transportation commissioner, met with W. M. Corbett, Terminal Manager, and M. W. Rotchford, manager, Western Demurrage and Storage Bureau, Chicago, to discuss and consider the free time allowed at Kansas City for disposition of hay set for inspection.

In May, 1918, the Hay Dealers' Association made an agreement with the carriers whereunder the free time on hay was cut down to one day. The emergencies existing at the time the agreement was made having passed, and there not being a congestion of traffic at the present time or any particular operating difficulties, the hay dealers ask that the former arrangement, whereunder they were allowed the day of bulletining and the day following for disposition of hay on track, be restored.

HAY COMMITTEE APPOINTMENT.

C. F. Scott, of the Shofstall Hay & Grain Co., has been appointed a member of the Third Divisional Committee of the Department, which represents the hay interests, succeeding J. E. Dyer, of Dyer & Co., who died sometime since.

MATTERS BEFORE DISTRICT COMMITTEES.

Kansas City Committee.

Docket 602.—Proposed to include oatmeal, rolled oats, oat flour and oat groats, straight or mixed with grits, hominy, corn meal or cracked corn, C. L., in item naming rates on wheat, flour, C. L. Trans-Continental tariffs 1-Q and 4-O. (April 7.)

Docket 603.—Proposed to provide minimum weight 50,000 lbs. on hollow building tile M., K. & T. tariff 5337-E, I. C. C. A-4034, naming rates from Kansas and Missouri to Kansas and Missouri, etc. (April 7.)

Docket 605.—Proposed to provide following description on sewer pipe, etc., from Pittsburg, Kan., to points in Missouri and Kansas on M., K. & T. Railroad. "Sewer pipe, drain tile, vitrified coping, flue lining, fire clay, clay chimney pipe and partition tile, in straight or mixed carloads, minimum weight 30,000 lbs. (April 7.)

Omaha Committee.

Docket 142.—Proposed to establish on talc., C. L., from Medicine Bow, Wyo., following commodity rates: Mississippi River 89c, Chicago 95c, Missouri River 75c per 100 lbs. (March 25.)

Docket 143.—Proposed to establish uniform charge of \$2 per car at all points in Nebraska for run-by and set-back service on grain and seeds, C. L. (March 25.)

Docket 147.—Proposed to establish on wheat, etc., C. L. via C. G. W. R. R. from Omaha to New Orleans proportional rate of 26½c per 100 lbs. (April 1.)

St. Louis Committee.

Docket 538.—Proposed to establish on overall, jumper and shirt blanks from St. Louis and East St. Louis commodity rates to Clinton and Springfield 65c, Aurora 71½c, Mountain Grove, Mo., 79c per 100 lbs. (April 1.)

Docket 534.—Proposed to provide for fabrication of iron and steel articles, namely: Angles, bars, beams, bolts, castings, channels, columns, girders, plates, nuts, rivets, rods, tees and zebs in transit at St. Louis, Mo., and East St. Louis, Ill., when destined to Pacific Coast ports for export. Through rate from points of origin plus

1½c per 100 lbs. to be applied. (March 31.)

Docket 571.—Proposed to amend C. & A. switching tariff to provide for absorption of switching charges on fire brick and clay from Farber, Mo., to Kansas City, to the same extent that absorption is made from other C. & A. producing points. (April 4.)

Dallas Committee.

Docket 696.—Proposed to establish on sewer pipe, drain tile and other clay products to P. & (Continued on page 250.)

LUNCHEON ENGAGEMENTS

Wednesday, April 2, Major General Peter B. Traub, 35th Div. Com. (For Members Only)

Monday, April 7, Edward N. Hurley, Chairman, United States Shipping Board.

Mark These on Your Calendar.

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CARBON PAPERS—INKED RIBBONS
1035 Wyandotte St.

TRAFFIC DEPARTMENT.

(Continued from page 249.)

S. F. R. R. stations Lester to Farwell, Tex., inclusive the following rates: From Kansas City territory 54c, Kansas Group 1 57½c, Kansas Group 2 and 3 60c per 100 lbs. (April 1.)

Rates Authorized.

Rate Advice 1868.—Authorizes general adjustment of rates on soap, soap powder, etc., also lard and lard substitutes C. L. and L. C. L. from Cincinnati, Ivorydale, Ohio and Group to Louisiana points named in S. W. L. tariff 58-K.

Rate Advice 1896.—Authorizes re-issue of M. K. & T. tariff 5955-E naming switching rates at Kansas City and add to item 15 the C. & A., C. R. I. & P., Missouri Pacific, and U. P. Railroad lines with whom M., K. & T. have direct connection and substitute the Mo. Pac. for K. C. T. R. R. as intermediate switching line; add to item 25, C. & A., C. R. I. & P., Mo. Pac., Q. O. & K. C. and U. P. Railroads at same switching rates as now shown to and from A. T. & S. F. Railroad; similar change in item 35.

Rate Advice 1894.—Authorizes numerous changes in M., K. & T. tariff 4250-B, covering terminal charges at Kansas City. List of these changes are on file in this office for inspection of those interested.

Rate Advice 1904.—Authorizes cancellation from various S. W. L. tariffs of specifications as to length and purpose for which old or second-hand rails must be used.

Rate Advice 1906.—Authorizes rate of \$2.30 per net ton on coal briquettes C. L. from Kansas City to points in Iowa on the C. R. I. & P.

Rate Advice 1907.—Authorizes rate of \$2.85 per net ton on coal briquettes C. L. from Kansas City to points in Chicago switching district.

Rate Advice 1924.—Authorizes A. T. & S. F. to amend their circular 2079-C to provide for charge of \$3 per car for intermediate switch of St. L.-S. F. Railroad between A. T. & S. F. and C. G.-W. Railroads at Kansas City.

Rate Advice 1933.—Authorizes following rates on corn, corn meal, etc., item 1613-B Trans-Continental tariff 14-D, Kansas City Group F, 61c, Group G and J, 61c.

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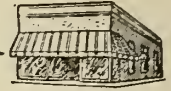
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Wednesday, April 2, 12:15 o'clock

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Plates 75c

Admission

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Members

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Honorable Edward N. Hurley

Chairman United States Shipping Board

will be the guest and speaker at a

Special Luncheon

Monday, April 7, 12 o'clock sharp.

Mr. Hurley will speak on plans regarding the future operation and control of the American Merchant Marine.

Francis I and White Rooms

Hotel Baltimore.

Plates 75c.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF

KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 14

KANSAS CITY, TUESDAY, APRIL 8, 1919

"Victory Special"

The Nation's Business

Control of Railroads

Visiting Kansas City's Industries

General Traub's Argonne
Story

Legislative Bulletin

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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WORKMEN'S COMPENSATION.

The fight to force Monopolistic State Insurance upon Missouri continues, the battle ground now being the Senate Committee. While this battle goes on here, sister states are promptly squelching this socialistic germ, the latest blow being delivered in Minnesota on April 3, when the bill was killed in the Senate. The only state which has passed this kind of a bill this year is the non-partisan, I. W. W. state of North Dakota.

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RESULT OF THE Y. M. D. ANNUAL ELECTION.

The annual election of the Executive Committee of the Young Men's Department was held April 5, resulting in the election of the following nine Executive Committee-men, to take office at the beginning of the next fiscal year, October 1:

W. Malcom Lowry
Cady L. Daniels
Raymond M. Havens
R. C. Greenlease
Wm. A. Osgood
Ralph E. Morrison
E. B. Berkowitz
R. J. Potts
Wm. E. Lyons

Of the 1,005 members who had registered to affiliate with the Young Men's Department, 665 voted, being the largest vote in the history of the Department.

Messrs. W. F. Thompson, L. B. Ramsey and Harry Navran handled the election in conjunction with Mr. Joseph H. Rayburn, Secretary of the Department.

HURLEY LUNCHEON.

The luncheon to Mr. Edward N. Hurley scheduled for yesterday had been postponed to next Monday, April 14, on account of Mr. Hurley's illness. Now comes word that he has had a set-back and will not be able to come for some time.

"Victory Special"

THE Chamber of Commerce is receiving splendid letters from merchants and business men in every one of the towns to be visited by the "Victory Special" on May 4-10. These letters indicate the spirit of cordiality that has always been manifested toward Kansas City when these annual trade trips have been taken. On the other hand, the fact that the Chamber of Commerce made no trip last year, on account of war conditions, has caused the local business men to evince an interest that was not anticipated.

Applications have been coming in so rapidly that extra cars have had to be ordered until a 12-car train is now planned. For it even the committee advises that its comfortable capacity will soon be reached. Under these circumstances it is very necessary for those who desire to participate to make their intentions known. Late comers will be in danger of having to take upper berths, something that the committee will be unable to avoid, as the equipment cannot be further increased. It will, therefore, pay those who contemplate making the trip to get in their applications at once.

The Trade Extension Committee and its sub-committees are holding daily meetings. Every detail is being worked out for the comfort and convenience of the trade trippers. At every town to be visited warm receptions are promised, schools are to be dismissed, and it appears to be the disposition of Kansas City's friends throughout Kansas, Oklahoma and Texas to join with Kansas City in celebrating the Great Victory recently achieved on the other side and the return of this country to a peace basis.

REFERENDUM ON DAILY LUNCHEON.

The referendum submitted to the members in The Kansas Citian of March 18 and at two subsequent luncheons on the question, "Shall the Daily Luncheon be Continued," brought forth the following result: Of the 169 ballots cast, 143 were for the continuance of the luncheon and 25 against. In other words, of those voting, 85 per cent were for the continuance of the luncheon.

Of those voting in the affirmative suggestions were made as follows: Four want a larger "round table" in the center of the room; six suggested better service; two urge greater publicity; one wants good speakers; one suggests someone to introduce strangers.

The result of the referendum will be laid before the Board of Directors at its meeting this afternoon.

Since the suspension of the "no tipping" rule about a month ago there has been a most gratifying increase in the daily attendance.

WORK OF THE LEGISLATIVE COMMITTEE.

On March 27 the Legislative Committee met to take up several bills which had been referred to it. The first of these was House Bill 891, an act to license and regulate the sale of farm products on commission. Representatives of the Board of Trade and Hay Dealers' Association were present to give their views on this bill. After a discussion an amendment was suggested and it was recommended to the Board of Directors that this amendment be submitted to the Kansas City delegation in the Legislature with the request that they endeavor to have the bill so amended.

The committee considered several tax bills including the Mortgage Recording Tax bill, Income Tax bill and several tax ferreting measures. After an extended discussion, the committee recommended that immediate steps be taken to call to the attention of the Governor the unfairness and inequality of tax measures now before the Legislature. It was also recommended that the Board of Directors hold several evening sessions and consider the subject of taxation fully.

All of committee's recommendations were approved by the Board of Directors except that on the tax measures the Board directed the committee to hold hearings and make a definite report.

Dues for the period April 1 to September 30, the last half of the fiscal year, are now payable. Payment now will be appreciated.

The Nation's Business

THREE important labor pronouncements came to the Chamber of Commerce last week from the Chamber of Commerce of the United States in its official publication, *The Nation's Business*. Secretary of Labor Wilson gives an encouraging announcement on the employment situation, a committee of the National Chamber advances a proposed labor program for organized business and John P. Frey, editor of the *International Moulders' Journal*, presents a statement of "What Labor Wants."

The proposed industrial relations program, which will be voted on by the Chamber of Commerce, other chambers, and trade organizations throughout the country possesses unusual importance at this time when business is readjusting itself to post-war conditions. Thirteen principles are put forward with a view to forming a basis on which business the nation over can stand.

The National Chamber's committee made its report after a lengthy study of the industrial situation and it recommends among other things the following: Peaceful adjustment of industrial disputes; regularity and continuity of employment for all workers; recognition of the right of workers to organize; an adjustment of wages with regard to the purchasing power of the wage and a recognition of the right of every man to earn a living at fair wages; a removal of restrictions on output; reduction of all costs in other directions before wage cuts are considered; industrial management systems; an effective system of national employment offices.

Secretary Wilson in his statement points out that the situation with respect to unemployment is not alarming. He expresses the belief that within a short time there will be more jobs than men to fill them and recommends public works as a means of taking up the present labor slack.

Mr. Frey treats of labor's aims. "The

attitude that American labor may be expected to assume can best be determined by the policies and programs it has advocated in the past, the principles which have guided it and the position which it has taken upon the great national questions. American industry has not been free from injustice, but workers have not suffered from the political injustice which existed in continental Europe. The American workers have not developed therefore the same revolutionary tendencies now manifesting themselves across the Atlantic.

"As the workers see their position, their lives are regulated by the laws upon the statute books and the rules and regulations within commerce and industry. The law of the land is established through applying the principles of democracy in adopting legislation, but the rules and regulations in commerce and industry, where they are not the result of joint agreement, are necessarily established primarily by the employer's conception of self-interest. The American workers believe they should have a voice in determining the rules of industry equivalent to the voice they have as citizens in determining the legislative announcements."

Secretary Lane in this same number discusses "the mystery of democracy" in its relation to bolshevism; Secretary Carter Glass tells why business must get behind the Victory Loan; J. Ogden Armour analyzes "The Soap Box Economist;" Harry A. Wheeler points out what peace demands; Cordell Hull of the Ways and Means Committee, and William S. Culbertson of the United States Tariff Commission expose bad international trade practices, while J. E. Fitzgerald sets forth the real issue between the Postmaster General and the telephone users.

Copies of this issue of *The Nation's Business* are being mailed to the full membership.

OPPOSITION WINS IN ILLINOIS COAL CASE.

Announcement was made early last week by the Kansas City District Freight Traffic Committee that it had recommended to the Railroad Administration that the present freight rate of \$1.70 per ton on coal from Springfield, Illinois, District to Kansas City be permitted to stand. This decision by the Committee followed a public hearing held by the Committee at which all parties concerned, including those in favor of and those opposed, to an increase of ten cents per ton were permitted to participate. The Board of Directors of the Chamber had previously gone on record against the proposed increase, following action by the Industrial Committee of the same nature. The action of the Industrial Committee was taken on behalf of local industries affected, as well as on account of the effect such an increase would have had upon the securing of new industries.

Through the action of the Kansas City Committee, it is claimed, \$275,000 a year will be saved to Kansas City consumers.

GOVERNMENT HYGIENE SERVICE FREE.

Through the Division of Hygiene and Medicine of the U. S. Department of Labor, industrial plants are offered the services of specialists to make scientific studies of industrial problems. This Division was organized some months ago to give plant managers specific advice on industrial matters, particularly dealing with health of employees and the effect which it has in lessening absenteeism and labor turnover, thereby increasing production, lessening waste of material and lower accident rate.

A district office has been opened in St. Louis, the personnel being detailed from the U. S. Public Health Service. Specialists will be detailed to any plant requesting them and no fees are charged. Reports are made direct to the management and all information treated confidentially.

The St. Louis office is located at 1215 Chemical Building, where members interested may secure complete information.

WHO ELSE WILL ATTEND FOREIGN TRADE CONVENTION.

Following the announcement of the Sixth National Foreign Trade Convention to be held in Chicago, April 24-25-26, in last week's issue of The Kansas Citian, three delegates have signed up—John Fennelly of the Hall-Baker Grain Co., C. W. Lonsdale of the Simonds-Shields-Lonsdale Grain Co., and N. N. Dalton of Peet Bros. Manufacturing Co. Mr. Fennelly is Chairman of the Chamber's Foreign Trade Committee and Vice President of the Mississippi Valley Association.

The Foreign Trade Committee believes that not less than twelve to fifteen delegates should go from Kansas City, as this is the most important foreign trade gathering which will be held this year.

The necessity for the making of hotel reservations promptly is again urged by the Committee. These arrangements will be made through the Industrial Department for any delegate who so desires.

On April 23, the day preceding the Foreign Trade Convention, the Mississippi Valley Association will meet to formulate a permanent organization and a definite program for 1919. One of the principal purposes of the Mississippi Valley Association is the development of foreign trade. Delegates to the Foreign Trade Convention therefore will attend this meeting also.

THE HURLEY LUNCHEON

which had been postponed to next Monday, is now indefinitely postponed on account of continued illness.

INDUSTRIAL OPPORTUNITIES.

The Allen-Clark Company, 373 Monadnock Building, San Francisco, Cal., desires to represent local manufacturers on the Pacific Coast. Have sales organization including specialists in machinery, mechanical devices, office appliances, household supplies, drug and grocery sundries.

WANTED—FACTORY BUILDING

The Industrial Department has immediate call for 12,000 square feet of factory space, preferably on three floors, with trackage facilities and on a main gas line. Members having suitable space should communicate with the Industrial Commissioner at once.

STREET TRAFFIC TO CITY PLANNING COMMITTEE.

The Board of Directors has asked the City Planning Committee of the Chamber to take up in a comprehensive way the street traffic proposition and formulate a recommendation for the future. In discussing the matter at their meeting March 28, the Directors did so with the idea of looking away beyond such things as the streets on which automobile parking should be allowed, how long they might stay there and details of that kind, all necessary, but not going far enough in nor making provision for the future.

The Board's thought is to look ahead to the great development of Kansas City of tomorrow and provide for traffic ways just as it should for sidetracks, freight depots, industrial districts, etc. That The Chamber of Commerce is the organization that should do this was the thought, on account of it having absolutely no interest but that of the whole city. The City Planning Committee consists of: J. C. Nichols, Chairman; William Bucholz, W. S. Dickey, Ford F. Harvey, R. A. Long, R. F. McDonnell, F. C. Sharon, Henry D. Ashley.

MORE ON 23RD STREET VIADUCT.

Following the action of the Chamber of Commerce Inter-City Committee and the Board of Directors, recommending that the contract for the 23rd Street Viaduct let by the Board of Public Works to A. S. Hecker & Company be confirmed by the City Council, the matter was taken up by the Chamber of Commerce representatives and representatives of other organizations at the meeting of the Club Presidents' Round Table March 31.

This organization, representing over thirty civic societies in Kansas City, passed resolutions similar to those passed by the Chamber of Commerce. In addition, the representative of each organization present agreed to have five members from his organization appear at the Council meeting Monday night, March 31, to protest the action taken by the Lower House of the Council at its meeting on the preceding Monday night, March 23, when it refused to confirm the contract recommended by the Board of Public Works. As a result of the action of the Round Table and the energy of civic organizations, about 150 men appeared at the Council meeting.

Though the Lower House did not reconsider its action, it passed a resolution introduced by Alderman John P. O'Neill providing that consideration of the entire con-

CITY FINANCES.

With the close of the fiscal year for the city just two weeks away, the Mayor and department heads will start immediately on planning the raising of revenue and distribution of funds for the year 1919-20.

The business men of Kansas City will be interested in finding out just what the financial condition of the city will be after the turbulent year just ending. As yet it is very difficult to tell. The financial statements prepared by the controller's office for the month ended February 28, show that money already collected, plus that uncollected but expected before the end of the year, will about equal the amount estimated at the beginning of the year. On the other hand, several departments have already overexpended their year's allowances. The total for all departments showed a balance which, taking the average of previous months as a basis, would not be quite sufficient to run to the end of the year. These statements do not include outstanding bills. If these are added, the city will very probably have spent more money during the year than it has received.

A big problem which the Mayor and Council will now have to decide is how to operate for the coming year with a deficit to start with and with the probability of increases in salaries in some departments, with increased activities due to increased construction, etc., and yet with revenue which probably will not be increased in the same proportion due to loss of over \$200,000 in liquor licenses. Just how this will be done is a big job for officials to decide, but certain it is that the city should not start again a plan of "government by deficit."

WANT MODERN FIRE ALARM SYSTEM.

On the recommendation of the Fire Prevention Committee, the Board of Directors at its meeting March 28 approved of the idea of a modern fire alarm telegraph system for the Kansas City Fire Department. This with the understanding that if there is no other way to raise the money than by another bond election in 1920 that the Fire Prevention Committee be instructed to begin at once to promote the movement in whatever way may be necessary to insure the passage of such bonds.

tract and the procedure in its letting should be taken up by the Conference Committee. This is the first result of the action of the Chamber and other civic organizations of the city.

Forty-Three More For "Victory Special"

SINCE the publication in last week's Kansas Citian of 64 names of those who had signed up for the big trade extension trip in May the following eighteen have been heard from:



F. B. Uhrig, Mgr., Western Electric Co.
Clyde H. Smith, Rahe's Auto & Tractor School.

Townley Metal & Hardware Co. (Representative to be named later.)

Ralph Baird, The Kansas City Post.

Harold Woodhead, Vice President, Employers' Indemnity Co.

J. F. Waite, Advertising Novelties.

Baltimore Hotel, W. N. Robinson, President.

Richards & Conover Hardware Co. (Representative to be named later.)

Albert J. Hochland and Robert M. Maxwell, William Volker & Co.

George H. Parker, Jackson-Walker Coal & Mining Co.

F. L. Foutch, Vice President, and J. M. Stephen, Secretary and Sales Manager, The B-R Electric Company.

William G. Riggs, Columbian Optical Co.

Leo H. Ludwig, Vice President, Edwards-Ludwig-Fuller Jewelry Co.

Albert T. Clark, Albert T. Clark Motor Co.

Sam'l F. Baker, President, Sam F. Baker Motor Co.

A. G. Ellet, President, Ellet-Kendall Shoe Company.

F. J. McGinley, Patent Vulcanite Roofing Co.

J. M. Mitchell, H. D. Lee Mercantile Co.

H. J. Rahe, Rahe Auto and Tractor School.

(Continued on page 264.)

BOARD ADOPTS RESOLUTION ON CONTROL OF RAILROADS.

On the recommendation of the Council of the Department of Traffic, the Board of Directors, at its meeting March 28, adopted the following resolutions pertaining to the general railroad situation. This is in further elaboration of an action taken some time ago, when the resolutions adopted by the business men of America, at the Readjustment Conference at Atlantic City, were approved by the local Chamber, one of these having declared in favor of the return of the railroads to their owners.

WHEREAS, press dispatches dated Washington, March 19, indicate that instructions were issued on that date by the Railroad Administration resulting in the temporary suspension or postponement of millions of dollars of railroad improvement work, including erection of new stations, spur tracks, road bed improvements, bridges and buildings, because of the financial predicament caused by failure of Congress to pass appropriations for the Railroad Administration's revolving fund; and

WHEREAS, it is vitally necessary to the welfare of the commerce and the transportation facilities of the country that maintenance of way and physical additions to, and betterments and necessary extensions of, railroad properties should be not only kept up to the full requirements of existing traffic, but should also comprehend the increase which may fairly be anticipated in traffic as soon as peace has been finally declared; and

WHEREAS, the service rendered by transportation facilities under Federal Control is not up to the standard existing under private control and has not improved since the cessation of hostilities to the extent expected and warranted; and

WHEREAS, the business sentiment of the country as evidenced by testimony adduced before the Senate Committee on Interstate Commerce at recent hearings is overwhelmingly against Government ownership of railroads and against continued Government operation thereof, longer than necessary for the enactment of legislation fairly protecting the carriers and in the interest of the public; and

WHEREAS, the general policies of the Railroad Administration have resulted in the dismantling of operating and traffic forces and in the dissipation of their authority, and have seriously handicapped and disrupted the general established methods by which the carriers handled transportation service and relations to the public, for which no necessity exists at the present time for a continuation thereof; and

WHEREAS, it appears that full restoration of the transportation facilities under Federal control may not be made for some months, pending enactment of necessary legislation by Congress, thus continuing unnecessarily intolerable conditions; therefore, be it

RESOLVED, by the Chamber of Commerce of Kansas City, Missouri, that it is the sense of this organization that the United States Railroad Administration should take immediate steps to restore the railroads and all other instrumentalities of transportation facilities over which it has jurisdiction under Federal control, to the individual managements as they existed prior to their taking over by the Government, to the end that railroad corporations may be encouraged to finance their necessary requirements, that the carriers' departmental organizations of operation, traffic and otherwise, may be restored so that the initiative of the officials of carriers may be available to the greatest degree, to the end that railroad service to the public may be improved, pending the final legal restoration of the carriers to their corporate owners.

Workmen's Compensation Hearing Wednesday

The Senate committee has granted the Chamber of Commerce of Kansas City a hearing on the Workmen's Compensation Bill. Arrangements have been made for a large delegation leaving for Jefferson City tonight over the Missouri Pacific at 10:10 o'clock. The hearing will take place at the capitol at two o'clock Wednesday afternoon. Plans of the committee in charge contemplate a delegation of not less than fifty of the largest employers of labor, but unless several are enlisted today the effort will not have its full force. Therefore any member who can go should call up Mr. Mathonet today at the Chamber of Commerce for reservation.

DO IT NOW!

WHAT'S THE MATTER WITH KANSAS CITY?

The interesting series of articles under the heading "What's the Matter With Kansas City" running in The Kansas City Journal will result in an early meeting of Mr. R. A. Long with the Board of Directors, at which his answer to the question will be the special order of business.

According to Mr. Long, betterment of civic affairs is the answer, with non-partisan leadership if the maximum development of municipal activities in the right direction is to be accomplished. He has suggested the selection of twenty-five outstanding men in Kansas City in whom the people have great if not implicit confidence, to give unselfish, impartial and considerate attention to the things from which Kansas City is now suffering. His thought is to have back of this committee of twenty-five at least five hundred taxpayers who would obligate themselves to enthusiastically support any recommendation that the smaller body might make.

The Chamber of Commerce connection with the matter is the suggestion that the Board of Directors take the initiative by selecting a small committee of three or five men, not members of the Board, to select the committee of twenty-five, of which they are to be members. Mr. Long has promised Acting President Cliff C. Jones that he will meet with the Board of Directors just as soon as some of his intensive work in connection with the Liberty Memorial Association relieves his time.

BIG OIL CONVENTION.

In attendance at the National Oil Convention in Chicago, the week of March 24, Kansas City was well represented in the effort to bring the convention to Kansas City next year. The selection of the next meeting place was left to the advisory board of the newly organized American Petroleum Institute. While Kansas City is in competition with Chicago, St. Louis, Tulsa and Dallas, it is believed that Kansas City will be chosen.

Those who attended from Kansas City were: R. L. Welch, General Counsel, Western Petroleum Oil Refining Association, and he was elected general secretary of the Institute, making Kansas City virtually the headquarters for that organization. F. D. Crabbs, President Union Bank Note Co.; Roy Moore, Publicity Manager, Empire Fuel & Gas Co.; Jack Danciger, oil refiner; C. W. Wright, Editor, and Geo. F. O'Toole, Advertising Manager of the Oil and Gas News; A. D. Rice of the Kansas City Columbian Steel Tank Co., and L. W. Buckley, Manager of the Convention Bureau.

If this convention is secured to Kansas City, it means that a big oil exhibition will be made, and this can be handled in Kansas City to splendid advantage.

PAINTERS AND DECORATORS.

Kansas City made an effort at the annual convention of the Master Painters and Decorators' Association held in Cleveland in February to land the 1920 convention for Kansas City, but too many delegates had already been pledged to Chicago for the next meeting. The 1921 convention being the next best thing, Mr. I. W. McGrath, Kansas City delegate, went after that, and has the assurance that Kansas City may be host two years hence. He presented a formal invitation from the Convention Bureau of the Chamber of Commerce.

There will however be held in Kansas City this year, on dates to be settled soon, the Missouri state convention of Master Painters and Decorators. This will bring 300 to 400 delegates. In this connection, Mr. McGrath is working with the secretary of the State association, Mr. D. A. Downing, of Kansas City, perfecting arrangements.

OSTEOPATHIC CONVENTION.

The Central States Osteopathic Association convenes in Kansas City at the Coates Hotel, May 2, for a three days' session. The organization is composed of 700 members, and from 200 to 300 delegates are expected.

Report any convention information to Convention Bureau.

VISITING KANSAS CITY'S INDUSTRIES



RICHARDS & CONOVER HARDWARE COMPANY.

THE Richards & Conover Hardware Company is Kansas City's oldest and largest hardware house. Established in Leavenworth in 1857, the company moved to Kansas City in 1875. They handle everything in hardware, putting their trade-mark "Rich-Con" on only such goods as are of unquestionable quality and merit.

Their products are distributed throughout Kansas, Oklahoma, Colorado, New Mexico, Arizona, Texas, Arkansas and western Missouri, forty salesmen being employed. In addition, 250 people are employed in the Kansas City office and warehouse. A branch distributing house is maintained at Oklahoma City.

COMMITTEE CHANGES.

Mr. J. H. Craig has been added to the Markets, Transportation and Good Roads Committee on request of Chairman J. S. Adsit.

There has just been added to the Publicity Committee the name of Mr. Robert Nason of the Burger Engraving Company on request of Chairman F. C. Sharon.

Mr. C. S. Scott of the Shofstall Hay & Grain Company has been appointed a member of the 3d divisional committee (hay) of the Traffic Department to take the place of J. E. Dyer, deceased.

OZARK TRAILS.

Requests for financial assistance have been received by the Markets, Transportation and Good Roads Committee of the Chamber of Commerce from the Fort Scott branch and the Tulsa-Kansas City branch of the Ozark Trails.

This committee referred the above requests to the Board of Directors of the new Good Roads Association of Greater Kansas City with the recommendation that the Ozark Trails receive the association's support proportionate to that to be given to all other highways entering Kansas City.

"HOW SHALL WE CLEAN OUR STREETS."

Many people in Kansas City might be inclined to answer this question by saying "let's clean them some way, we don't care how," since they have had very little cleaning for some time past except when it rained. But city officials are again considering the purchase of some street cleaning machines.

Last summer, after a six months' demonstration of a vacuum machine, an ordinance was introduced to let a contract for cleaning all city streets with this type of machine. This ordinance was lost. Now the Board of Public Works is again investigating street cleaning apparatus.

Proposals have been received from the California Street Cleaning Company for cleaning streets with Baxter Vacuum Cleaners, from the Elgin Company for Elgin machines, and from others. The city engineer has made a trip to Elgin and Chicago to inspect certain machines. The Chamber of Commerce has recommended that flushing be considered. The city now owns a number of horse-drawn flushers but these have not been used for some time.

The people of Kansas City are interested in getting the streets cleaned regularly. They are not particularly concerned in which machines do the work so long as it is done thoroughly and in a safe and sanitary manner. The Department of Civics is gathering information concerning various types of machines proposed and before the contract is let will submit recommendations to the Board of Directors and thence to the Board of Public Works.

SPRING CLEAN-UP.

A big Spring clean-up seems assured. Dr. E. H. Bullock, Commissioner of Health, and the Sanitary Inspection Department are working constantly and energetically lining up the forces. Various city departments have offered co-operation, and at a meeting of representatives of civic organizations of the city together with The Chamber of Commerce on April 4, fullest co-operation was promised.

The city has been divided into zones and public meetings will be held in each of these zones to get popular support for the movement. A sanitary inspector will be placed in charge of each ward so that when the actual work of cleaning is started there will be a complete and efficient organization. Dr. Bullock and the Health Department are to be congratulated on taking hold of this work, and the city should provide all necessary money, for it is vitally important that a real clean-up be made this year.

CITY GARDENS.

The Committee on Industries Other Than Grain and Live Stock of the Agricultural Department at its meeting April 3 endorsed the City Garden Campaign as planned by the Board of Education. Further recommendation was made that the Agricultural Commissioner together with the Secretary of the Civic Department of the Chamber confer with the garden Superintendent to determine in what further manner the Chamber might co-operate in the coming campaign.

Mr. J. H. Francis, Director of the United States School Garden Army, states in a communication from Washington that the response from chambers of commerce last year was most cordial and their co-operation most helpful, and although the Armistice has since been signed, the need for food has not decreased. Mr. Francis states on the contrary that experts have assured the authorities at Washington that the need is more serious than ever.

LIST OF RESOLUTIONS FOR PUBLIC WORK

Sent to the Board of Public Works for Adoption
March 28, 1919.

Sewers:

District sewers in Sewer District No. 451, Division No. 3.

Grading:

Mercier street from 47th to 49th (4 installments).

Artificial Stone Curbing:

Hardesty, both sides, from north line 24th to north line Van Brunt boulevard.

Sheet Asphalt Pavement:

Jackson avenue from south line 9th to north line 12th.

Portland Cement Concrete Pavement:

Bales avenue from south line 34th to north line 35th.

Bellaire from south line Gladstone boulevard to south line Norledge Place.

Hardesty from north line 24th to north line Van Brunt boulevard.

Poplar from south line 28th to a point 520 feet south 28th.

28th street from east line Chelsea avenue to west line Raytown road.

Work to be done by Kansas City
Without Contract.

Repairing and Maintaining Asphalt Pavement. (1 year.)

44th street from east line Charlotte to west line Troost.

Harrison street from south line Linwood boulevard to north line 33d.

Repairing and Maintaining Concrete Pavement. Chestnut avenue from south line 41st to north line 43d.

List of Plans and Specifications for Public Work Sent to the Board of Public Works for Adoption, March 28, 1919.

Artificial Stone Curbing:

39th street, both sides, from east center line Indiana to west center line Jackson. \$466.

(Continued on page 267.)

General Taub Tells Thrilling Story.

"FOR MEMBERS ONLY" was the sign hung out for the bi-weekly luncheon last week when Major General Peter E. Traub was the speaker. "S. R. O." should also have been hung out, and the combined capacities of the Francis I. and White Rooms at the Baltimore should have been enlarged to take care of all who sought admittance. It was unfortunate that so many (nearly two hundred) could not get in to hear the General's thrilling story of the Battle of Argonne Forest and the part played by the 35th Division under General Traub's command.

The General spoke for an hour and a half during which time not a man left the room. No matter if business did have to wait, here was the first and best opportunity to get a first-hand report of the fine work done by the boys from Missouri and Kansas.

The luncheon was presided over by Colonel M. A. Foster of the 7th Regiment, N. G. M. Around him at the speaker's table were seated a number of the Chamber's members who had returned from military service, also the men of Kansas City who have been the leaders in its war work activities.

What the American soldiers were in France; the handling of the American Expeditionary Forces, the care of the enlisted men; of the officers' work in the 35th Division, and the preparation of the Americans for the battle were the subjects of General Traub's address.

The substance of what General Traub said was that the people of this country had been misinformed of the general inefficiency of the officers in the battle of Argonne. Criticism on transportation facilities available for the advance had been based, according to General Traub, on figures that were true only after the six days of the battle. The bravery of the men of the 35th Division was characterized as one of marvelous strength and depth founded upon love for the Stars and Stripes and a desire to end the war, as speedily as possible. The American soldier wanted to be shown the direction to go and then he wanted to keep right on going.

The speaker at no time put forth any criticism of officers or men, nor of any assailant of the plans of the Government in carrying on the war. He declared that only those who were absolutely in the front lines of battle were competent to pass judgment on the movements of the troops, or

the providing of artillery; that he had four thousand guns at his command with competent, efficient officers, and that they put down a barrage or poured death-dealing fire at the boche enemy from the rear at request.

Following closely the battle of Argonne from the first advance movement made by the 35th Division, at zero hour, 5:30 in the morning of September 26, and through six days, General Traub in a very dramatic and thoroughly convincing manner told the story of the fighting from point to point in the valley and up the slope of the Argonne Forest. The victorious Americans finally rested many kilometers beyond the starting point. General Traub believes the successful advance of his division at least, if not of the entire American forces, was due to the foresight and preparation of General Pershing, and which undoubtedly, in his opinion, helped to reduce to a very low rate the death loss of the 35th Division. The fact that on the first day's battle there were only thirty-five dead and three hundred and fifty wounded, most of them slightly, confirms this opinion of General Traub.

From 1 o'clock until 2:30 o'clock the speaker carried his audience through the various phases of the battle, placing credit on the marvelous work of the marines, the French battalions and aerial scouts, and fighters, not forgetting the balloon men, the latter enabling the American and French gunners to at all times assist the forward movement of the infantry. General Traub finished his story of the battle in an impressive manner, by calling upon members of the Chamber present to take back, if they had not already done so, soldier-boy employees, giving them work because they deserved it; that it is necessary that not one soldier boy who had fought for his country or who had enlisted for the purpose of doing so should be out of employment; in fact, better positions with higher salary should be given if trade conditions warrant.

America can well take credit for winning the war, when business men like those present worked side by side with the American women and American soldiers, was the statement of General Traub, and made possible the signing of the armistice by the allied and entente powers. Many pathetic and patriotic battlefield instances were told of the soldiers of Kansas and Missouri, who were in his division. The American fighting men met all conditions, both good and

(Continued on page 267.)

“Glad We’re Coming”

HERE is another batch of good stuff from along the line of the “Victory Special,” Kansas City’s 28th Annual Trade Extension Trip, to be conducted on May 4-10. Everyone breathes the spirit of “come on, we want you and will receive you right.” There can be no doubt of a wonderfully successful trip if these letters are any criterion:

Kingman, Kans., G. W. Ferguson, Secretary Chamber of Commerce.

“We are glad indeed that your Victory Special will include Kingman on its trip. We would like very much to meet you at the station with our band.”

Liberal, Kans., H. W. Magruder, President Chamber of Commerce:

“We are glad that you are coming. Realizing that you will want to meet as many of the merchants as possible, I shall have the information of your coming sent to several inland towns, that the people may come to Liberal on that day and meet your delegation.”

Dalhart, Tex., W. S. Hamilton, Secretary Chamber of Commerce.

“It is with pleasure that we note that your itinerary calls for a night stop in our city. We will see that a hall is provided and a good number of our business men attend the night meeting.”

Channing, Tex., G. E. Lindley, Secretary and Treasurer Commercial Club.

“Announcement was read to the members of our organization at their regular meeting last night and I assure you that they will be highly pleased to learn of your coming. We will do all in our power to make your stop in our city a pleasant one.

El Reno, Okla., C. G. Wattson, Secretary Chamber of Commerce.

“We will be glad to welcome you to our beautiful city. We have a Mayor and a ‘white horse’ to lead the procession, and if it has not been thrown clean away a key to our gates.

Pawnee, Okla., D. Beardsley, President Commercial Club.

“We will be glad to have you make the stop with us as long as possible and the Pawnee Commercial Club will be glad to extend to you every courtesy.”

Welch, Okla., H. B. Campbell, President Commercial Club.

“We shall certainly be glad to welcome you.”

Oswego, Kan., J. W. Marley, Secretary Chamber of Commerce.

“We will be mighty glad to extend your people a cordial greeting and increased personal acquaintance and business relations now pleasant and agreeable.

Wichita, Kan., L. W. Clapp, Mayor.

“I personally extend to you a cordial welcome.”

Fowler, Kan., A. E. Post, Mayor.

“We will be more than pleased to have you visit our little city. We are always glad to have such men as your party will consist of to visit us and we wish to have a better acquaintance with men of your kind.

MORE FOR “VICTORY SPECIAL”—Continued from page 259.

A. C. Wiser, Shepard, Farrar & Wiser.

Frank S. Rea, Smith, Rea & Lovitt.

W. S. Reid, The Equipment Co.

F. L. Funston, Funston Electric Co.

Sam Furst, Mgr. Bryan-Marsh Div. National Lamp Works, General Elec. Co.

P. Lloyd Lewis, Wagner Electric Mfg. Co.

H. C. Blackwell, K. C. Light & Power Co.

C. R. Cook, C. R. Cook Paint Co.

Harry F. Navran, Pres. Midwest Envel. Co.

Frank Witherspoon, Witherspoon-McMullen

Live Stock Com. Co.

H. A. Esler, Pres. Mo. Valley Electric Co.

W. J. Brace, Hudson-Brace Motor Co.

Wm. A. Knapp, Asst. Sec’y Butler Mfg. Co.

A. W. Hulmes, Sales Mgr. Abernathy Furniture Co.

A. C. Jobes, Vice Pres. First National Bank.

D. R. Detwiler, Westinghouse Elec. & Mfg. Co.

Edgar P. Madorie, Civil Engineer.

E. H. Morgan, Treas. C. B. Norton Mfg. Co.

C. C. Rosewater, The Journal Co.

W. F. Ingham, Ingham Lumber Co.

W. L. Eastlake, Atlas Cereal Co.

Val B. Mintun, S. W. Bell Telephone Co.

ELECTRICAL REPAIR SERVICE DENTON ENGINEERING AND CONSTRUCTION CO.

317-319 E. 17th Street, Kansas City, Mo.

A Shop Equipped to Repair Any Kind of Electrical Machinery.

Legislative Bureau Bulletin No. 8

By PIERRE R. PORTER, Director.
(April 4, 1919)

BILLS WHICH HAVE PASSED BOTH HOUSES.

324. S. B. An act to repeal section 10938 of article 8 of chapter 106 of the Revised Statutes of Missouri, 1909, relating to salaries of county superintendents of schools, and to enact four new sections in lieu thereof.
335. S. B. An act providing for the apportionment of school funds and distribution of state aid to schools in any year following a condition of infectious disease, epidemic, contagion or plague within the state, with an emergency clause.
599. S. B. An act to provide salary of county school superintendent in counties, now or hereafter having eighty thousand inhabitants, or more, and which now, or may hereafter, adjoin a city, now or hereafter, having two hundred thousand inhabitants or more, with an emergency clause.

BILLS WHICH HAVE PASSED THE SENATE.

335. S. B. (Supra) Emergency clause adopted, title as amended, agreed to.
481. S. B. Board of Paroles in St. Louis County.
Joint and Concurrent Resolution No. 15. Providing for the amendment of section 44, article IV, of the Constitution of the State of Missouri, relating to the contracting of a liability in behalf of the state of Missouri, in the sum of one million dollars (\$1,000,000) by an issue of bonds for the purpose of creating a soldiers' settlement fund.
15. S. B. Repealing road repair act applicable only to St. Louis county.
532. S. B. An Act to repeal section 2 of an act entitled, an act giving assent to an act of congress of the United States, entitled, "An act to provide that the United States shall aid the states in the construction of rural post roads, and for other purposes"; and creating a state highway department, defining its powers and duties and providing for its maintenance, and for the establishment of "state roads," and for their construction, maintenance and supervision, creating a state road fund, and providing penalties; and repealing an act of the forty-seventh general assembly, entitled, "An act creating a 'state highway department,' providing a state highway commissioner and deputy, and defining their duties, with an emergency clause." approved March 22, 1913; and repealing article X of chapter 102 of the Revised Statutes of Missouri of 1909, relating to "state highway engineer"; with an emergency clause, of the laws of 1917, and found in the laws of 1917, on pages 485 and 486, by striking out said section 2 and enacting a new section in lieu thereof to be known as section 2 with an emergency clause.
533. S. B. 544 Incl. Repealing sections 3 to 14 inclusive of Senate Act as referred to in Senate Bill 533.
199. S. B. An Act to provide for the presentation of medals to Missouri soldiers, sailors and marines who served from this state in the war with Germany, the Spanish-American war and on the Mexican Border.
287. S. B. An Act to provide for the erection in France of a memorial to the Missourians who served on European battlefields in the war with Germany, to appoint a commission to carry out the provisions of the same and to appropriate funds therefor.

LEGISLATIVE PROGRESS.

Hopeful news has come from Jefferson City on at least two projects. The Senate has engrossed Joint Resolution No. 9, granting Kansas City more liberal charter making powers, and also Joint Resolution No. 10, providing for increased bonding power in cities of over 75,000 population. These, of course, must still be passed by the House of Representatives and then by popular

vote of the people.

The new constitution still stands in practically the same place it has for some weeks. An attempt was made to report it unfavorably by the Senate Committee, but instead, the committee called another hearing for Thursday, April 3.

The Legislature has now begun on its last month, and from now on it may be expected that bills will be acted on rapidly.

1919 Harvest of New Members

(Continued from last week.)

Norvell, Henry E., Druggist
2000 Grand Avenue.

Norton, R. A.
R. A. Norton Brokerage Co., 719 Delaware.
Nunnink, L. A.
Hogsett & Boyle, Attorneys, 1012 Grand Ave-

O

O. K. Suit Case Co. (Firm.)
607 East 12th Street.
O'Donnell, M. A., Lawyer
610 New York Life Building.
O'Maley Motors, Inc., G. T. (Personal increased
to Firm)
1801 McGee Street
O'Maley Tractor Co., G. T. (Firm)
1803 McGee Street
O'Malley-Liddy Cigar Co., (Personal increased
to Firm)
1320 Main Street
Oldham Gro. Co., W. D. (Personal increased to
Firm)
529-31 Main Street.
Oldham Hotel (Firm)
5th and Walnut.
Orndorff W. Edgar, Lawyer
835 Reserve Bank Building
Otto, J. P.
Southside Garage, 3701 Main Street.

P

Pack, O. G.
K. C. Electric Const. Co., 1409-11 McGee St.
Parker Glenn K
Parkers I X L Garage, 3032 Prospect Ave.
Park National Bank (Firm)
4700 Troost Avenue
Parmenter, Dr. R. W., Dentist
208 Wirthman Building, 31st and Troost.
Pattison, George A., Dental Supplies
Pattison-McGrath Co., 612 Bryant Building.
Pautz, William, Real Estate
610 Ridge Arcade.
Peake, E. E., Realty & Development Co. (Firm)
909-12 Gloyd Building.
Pearson, Don
Pearson Grocery, 7121 East 15th Street.
Penberthy, Frank H.
Elliott Co., 306 Elmhurst Building.
Pennington, I.
Curnie-Feltman Shoe Co., 1102 Main Street.
Pennsylvania Rubber Co., of N. Y. (Firm)
1519 Grand Avenue
Peterson, C. C.
C. C. Peterson Used Motor Car Co, 1329 Wal-
nut Street.
Perkins, H. J.
N. Kansas City Development Co., 729 Ry. Ex.
Phenix Marble Co., (Firm)
19th and Olive.
Phillips, W. T.
Twin-Six Oil & Gas Co., 504 Victor Bldg.
Pickering Lumber Co., W. R. (4 additional)
R. A. Long Building.
Pisciotta, Frank
Phil Pisciotta & Co., Stalls 1, 2, & 3, City Mkt.
Plaut, David
David Plaut Securities Co., 839 N. Y. Life Bldg.
Porter, F. W.
Munger's Laundry, 1333-5 East 12th Street.
Potter, C. H.
Potter Tire Co., 1726 Grand Avenue.
Pratt-Thompson Construction Co. (Firm)
500 Republic Building.
Prewett, C. W.
Prewett & Co., 501 Grand Ave. Temple Bldg.
Price, Edwin M.
Henry F. Hoyt, Architects, 607 Reliance Bldg.
Procter & Gamble Distributing Co. (Firm)
5th Floor Security Building.
Procter & Gamble Mfg. Co. (4 additional.
19th and Kansas Avenue, K. C. K.
Propp, G. B.
Propp & Zinn Produce Co., 419 Walnut St.

Q

Quick Tire Service, Inc. (Firm)
27th & McGee.

R

Rader, Claude, Violin School
510 Studio Building.
Railey, James A., Insurance
316 R. A. Long Building.
Rainshine Umbrella Co. (Firm)
717 Main Street.
Ranger Refining Co. (Firm)
629 Scarritt Building.
Ramsey, H. T.
Olcott Payne & Co., 506 Security Building.
Rankin-Benedict Underwriting Co. (2 add.)
844 Lathrop Building.
Ransom, A. M.
F. E. Ransom Coal & Grain Co., 3028 E 18th.
Rawlings, E. J.
Wyandotte Mfg. Co., 1319 Main Street.
Reed, L. R.
C. F. Adams & Co., 1222 Oak Street.
Reefer, E. J., Poultry Remedies (personal in-
creased to Firm)
Coca Cola Building.
Reintjes, George P., K. C. Construction Co.
120 Spring Street.
Remington Typewriter Co. (Firm)
1021-3 Grand Avenue.
Reppell, L. G., Inventor
738 Reserve Bank Building.
Rice, Milo E.
Rice Artificial Limb Co., 918 Main Street.
Rice-Sturtevant Motor Co. (Firm)
2717 East 15th Street.
Rider, David W.
W. B. Johnson & Co., 409 Sharp Building.
Ridge, T. S., Jr.
Ridge Insurance Agency, 333 Ridge Bldg.
Riner, M. M.
Riner Lumber Co., 1215 R. A. Long Bldg.
Ritschel, Martin J., Meat Market
7123 East 15th Street.
Ritter, W. F. E., Real Estate
504 Victor Building.
Roberts, C. D., Collection & Investments
835 Reserve Bank Building.
Roberts, Herbert, Div. Officer Salvation Army
315-18 Massachusetts Building.
Robidoux, Louis, Retired
1208 Paseo
Roediger, Albert
J. E. Hutt Construction Co., 738 Ry. Ex. Bldg.
Rogers, Paul O.
Rogers Metal Works, 2123 Jefferson.
Rohrer, S. B.
205 Commerce Building.
Root Grain Co. (Firm)
331 Board of Trade Building.
Rosenberger, Abram, (Cattle)
Coca-Cola Building.
Rowan, C. G.
C. G. Rowan Truck & Tractor Co., 1606 McGee
Rubenstein, H.
Eagle Bottling Works, 1912-14 Walnut Street.
Rubin, S., Tailor
501 Gordon-Koppel Building.
Rucker, Chris H., Attorney
305 Commerce Building.
Russell, Phil
Russell Electric Garage, 3212 Troost Ave.
Rust Sash & Door Co., J. B. (Personal increas-
ed to Firm)
962 Hickory Street.
Ryan, W. D., Jr.
Sheehy Transfer Co., 809-11 Washington.

S

Safety Savings & Loan Assn. (Firm)
201 Grand Avenue Temple Building.
Safford, C. G., Farm Loans
320 Reserve Bank Building.
Samuel, J. Ray, Purchasing Agent
City Hall.
Saufley, E. B.
Saufley Supply Co., 1414 McGee Street.
Schauffler, Alfred T.
Northwestern Mutual Life Ins. Co., 630 Scar-
ritt Bldg.

(Continued next week.)

GOOD ROADERS MEET WEEKLY.

When the Markets, Transportation and Good Roads Committee of which J. S. Adsit is chairman, started out to organize the Good Roads Association of Greater Kansas City it was predicted by some that with the organization of the new association there would be no further need in the Chamber of Commerce for the Good Roads Committee.

On the contrary, now that the new association has its board of directors perfected, to which all road development matters are being referred, the Markets, Transportation and Good Roads Committee finds itself busier than ever, and in order to properly handle the matters that come to the attention of this committee, it has arranged to hold weekly meetings.

Market, transportation and good road matters that shall rightfully engage the attention of this committee should be referred to J. S. Adsit, Chairman, or O. K. Quivey, Agricultural Commissioner, and all matters so referred will be given prompt consideration.

RESOLUTIONS FOR PUBLIC WORK.

(Continued from page 262.)

46th street, both sides, from east center line Broadway to west line Wornall road. 8482.

Artificial Stone Sidewalks:

York avenue, both sides, from south center line 29th to north center line 21st. 8483.

Re-constructing Brick Block Pavement:

21th street from west line Holly street to westerly line Southwest boulevard. 8485.

Asphaltic Concrete and Portland Cement Concrete Pavement:

30th street from east line Indiana to west line Jackson. 8486.

Hearing of property owners April 15, 1919.

List of Resolutions for Public Work Sent to the Board of Public Works for Adoption, April 1, 1919.

Sheet Asphalt Pavement:

Charlotte street from north line 21st to south line 22d.

Harrison street from south line 30th to north line 31st.

Michigan avenue from south line 22d to north line 23d.

Brick Block Pavement:

30th street from east line The Paseo to west line Prospect.

Alley between Cherry and Holmes from 19th to a point 462.75 feet south of 19th street.

Portland Cement Concrete Pavement:

Norledge Place from east line Lawndale to west line Belmont boulevard.

Paving Business Street.

Sheet Asphalt Pavement:

12th street from east line Troost avenue to west line Paseo.

Hearing of property owners April 18, 1919.

GENERAL TRAUB'S STORY.

(Continued from page 263.)

bad, with a genial smile, working solely for the ultimate ending of the war.

The speaker said that he could talk until midnight about the fighting American soldiers, because they are the highest type of American citizens and were thrown into the melting pot and brought out lovers of the Stars and Stripes and America. The marvelous manner in which the American people backed various bond drives, and through the comfort and rescue organizations for the dough boys, was always uppermost in the minds of the fighting soldiers over there. They relied on it for stimulation, and bragged about it from start to finish. "They are with us back home until we win," always went where the boys gathered together.

General Traub commanded thirty thousand men, and his personal contact with these was evidenced from the fact that he stayed in the front, being gassed five times, receiving three shell shocks and was wounded slightly twice. Part of the time his division post headquarters was in front of the advance line of battle.

The apt and thrilling word painting of the battle of Argonne, as seen from General Traub's point of vision, was so pleasing and interesting to the members of the Chamber present Wednesday, that not one left the room until the last remark was made.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC.

Required by Act of Congress, Aug. 24, 1912.

Of The Kansas Citian, published weekly at Kansas City, Mo., for April 1, 1919.
State of Missouri, County of Jackson--ss.

Before me, a notary public, in and for the state and county aforesaid, personally appeared John M. Guild, the Editor of The Kansas Citian, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, to-wit:

1. That the names and addresses of the publisher, editor, managing editor and business managers are:

Publisher, The Chamber of Commerce of Kansas City.

Editor, John M. Guild, General Secretary, Kansas City.

2. That the owners are: The Chamber of Commerce of Kansas City, a corporation not organized for profit.

3. That the known bondholders, mortgagees, and other security holders, owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: None.

JOHN M. GUILD, Editor.

Sworn to and subscribed before me this 25th day of March, 1919.

VINCENT BRUMWELL.

Traffic and Transportation

LOSS AND DAMAGE CLAIMS ORDER.

We reproduce below circular 6 of the Division of Law, Claims and Property Protection Section of the U. S. Railroad Administration, which outlines a basis for the settlement of loss and damage claims against carriers.

This circular is very important, and should be carefully preserved. The basis of settlement where a shipment is made from factory and the invoice is made by the wholesaler or middleman is cleared up. There have been many disputes on this point. The basis of settlement will be the invoice rendered the consignee, which of course is the invoice of the wholesaler.

BASIS OF SETTLEMENT OF LOSS AND DAMAGE FREIGHT CLAIMS.

At the present time there is lack of uniformity in determining the measure of damages under Section 3 of the uniform bill of lading in the adjustment of claims for loss and damage to freight. Paragraph 2, of Section 3, of the uniform bill of lading provides that—

"The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property at the place and time of shipment under this bill of lading, including the freight charges, if paid."

It is intended to clear up this situation and to dispose of promptly such claims as come within the rules hereinafter set forth. The following rules shall apply on all unsettled claims under Federal control pending decision by the Interstate Commerce Commission in the bill of lading investigation.

RULE 1.—The measure of railroads' liability shall be the value of the property at the place and time the property is received by the carrier for transportation, except where the property is re-shipped from the original destination under a new bill of lading, the measure of liability shall be the value of the property at the place and time the new bill of lading is issued.

In either case such value shall be arrived at from the bona fide invoice price, if any, to the consignee, provided the date of the invoice concurs substantially with the date of shipment; and the invoice price to the consignee shall govern, whether the invoice is made by the consignor, the jobber or wholesaler.

RULE 2.—When claim is filed upon the invoice price of the property delivered at destination, the freight charges shall not again be included in the claim.

RULE 3.—Where property is shipped for sale on consignment from points at which there is no established market value, and where no invoice is made, the measure of railroads' liability shall be the market value of the property at destination at time shipment should arrive, less the transportation charges, cartage and commissions.

RULE 4.—Where the property shipped in—
(Continued on page 269.)

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Latest Information

HERMAN SCHMELZER
INVESTMENT CO.

609 Victor Building, Kansas City, Mo.

TRAFFIC DEPARTMENT.

(Continued from page 268.)

cludes articles, commonly called premiums, which are not included in the invoice, the railroads' liability for such articles shall be the cost price of the articles to the shipper.

Cash and Trade Discount Allowances.

RULE 5.—In the settlement of claims for value of shipments lost or destroyed while in possession of the railroad, the railroad shall receive the benefit of any cash discount or allowance contemplated by the terms of sale to the consignee, provided the claim is paid within the time limit for such discount or allowance.

RULE 6.—When shipments are partially damaged while in possession of the railroad and delivery is taken by the consignee, thus enabling him to obtain benefit of any discount or other allowance, such discount or allowance shall be given the railroad, provided settlement of the claim is made within the time limit for such discount or allowance.

RULE 7.—In case of either loss or damage, the railroad should have the benefit of all trade discounts.

This circular is not in any way intended to establish a liability, but is intended to be used as the basis of settlement when liability has been otherwise established.

TRACING SERVICE.

F. C. Lang, representative, Pennsylvania Lines, 839 Insurance building, Chicago, who was formerly general agent of that road at Kansas City, writes the Chamber that he will be glad to be of any assistance to Kansas City patrons of his line in the way of tracing information.

E. J. Stegner, special service agent, N. C. & St. L. Ry., Nashville, Tenn., also writes the Chamber stating that he will be glad to furnish similar information for his line.

ILLINOIS COAL RATE.

It is announced that the Kansas City District Freight Traffic Committee has found that no further advance should be made in the rate on coal from Springfield, Ill., District to Kansas City. The present rate on slack from this territory to Kansas City is \$1.70 per ton, which was proposed to be increased to \$1.85 per ton.

NEW CAR FOR GRAND ISLAND POINTS.

Effective Wednesday, April 9, there will be installed a new merchandise car routing out of Kansas City via the C. G.-W., Monday, Wednesday and Friday for points on the St. J. & G. I. R. R., east of Marysville, Kans., excepting Hiawatha.

This car will run through via St. Joseph. All should amend their Sailing-Day Schedules accordingly.

HUME, MO.

In the last issue of the Kansas Citian the information was carried that the K. C. S. would accept L. C. L. shipments for Hume, Mo., on Monday, Wednesday and Friday. Through some misunderstanding, this change in the Sailing-Day Schedule was not made effective promptly and some inconveniences was caused to shippers, but the matter has been adjusted now.

MATTERS BEFORE DISTRICT COMMITTEES.

St. Louis Committee.

Docket 603.—Proposed to establish following rule to govern return transportation for caretakers of live stock shipments between points in Arkansas, Missouri and Oklahoma: "Contracts for return transportation for caretakers coming in with horses, mules or asses must be presented within thirty days and for caretakers coming in with other stock within three days after cars arrive at terminal points or destinations and return passage must be begun on the same day as the issuance of transportation." (April 8.)

Docket 614.—Proposed to establish on bituminous coal, C. L., from Jacksonville and Moberly, Mo., to Kansas City rate \$1.00 per ton, switch—
(Continued on page 270.)

R. W. Hodge Electric Co.

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Wiring for Lighting and Repair
Electric Machine Repair Shop
Established 1895

W. H. Hendricks, Pres. L. E. Best, V.-P.
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EDW. W. SIMON CO.

Direct Distributors
"PANAMA"

CARBON PAPERS—INKED RIBBONS
1035 Wyandotte St.

TRAFFIC DEPARTMENT.

(Continued from page 269.)

ing charge not to exceed \$4.00 per car to be absorbed. (April 11.)

Chicago Committee.

Docket 52.—Proposed to provide uniform classification rating on lard and butter tubs C. L.; at present lard tubs are classified class "C," butter tubs Class "D." (April 16.)

Docket 53.—Proposed to establish wheat rates on molasses feed C. L. between points in Iowa. (April 16.)

F. P. Eyman's circular letter 177-B, March 31.—Proposed to cancel following items, E. B. Boyd's I. C. C. A.-959, naming rates from points shown to Kansas City account claim no movement Item 1400, bottle caps C. L. from Chicago, Peoria, St. Louis, etc. Item 3420, Fresh Fish from Bayfield, Wis. Item 3450, Salt fish from Marinette and Menominee, Mich. Item 3460, Salt fish from Bayfield, Wis.

Dallas Committee.

Docket 380.—Proposed to establish following uniform descriptions on paints and varnish C. L. from defined territories to Texas points:

"Paints and varnish: paint or paint materials, liquid or ground in oil, stains (all kinds), varnish (Western Classification item 37, page 409), varnish driers, compounds, removers, wood fillers, Japans, lacquers, shellacs, white lead in oil, zinc oxide in oil, putty, linseed oil, turpentine; in straight or mixed C. L. minimum weight 40,000 lbs."

"Paints (dry) earth or metallic: Barytes, Ochres, Siennas, Umbers, Venetian, Vermillion, Red, White and Red Lead, zinc Oxide, Litharge, Lithopone, sublimate of lead, ground iron ore, wall finishes and writing; in straight or mixed C. L., minimum weight 36,000 lbs." (April 7.)

San Francisco Committee.

Docket 1210.—Proposed to establish import commodity rates on desiccated cocoa nut from Pacific Coast ports to Missouri river, Mississippi river, Chicago, etc. C. L. \$1.25 L. C. L. \$.876 per 100 lbs. (April 16.)

Rates Authorized.

Date Advice 1999.—Authorizes rate \$3.50 per gross ton on pig iron C. L. from Midco, Mo., to Kansas City, \$2.50 to St. Louis.

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W. A. SAMMIS, Secretary

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of St. Louis,

District Vocational Officer

FOR THE

Federal Board for Vocational Education

will tell the story.

Wednesday, April 9th,

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Y. M. D. will welcome you

COME EARLY AND GET ACQUAINTED.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF

KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 15

KANSAS CITY, TUESDAY, APRIL 15, 1919

In this Issue

"Workmen's Compensation"

By Mr. R. L. Redpath

Employment Bureau

**What's the Chamber of
Commerce Doing?**

"Victory Special" Notes

Legislative Bulletin

Report on Elevated Railway

AGRICULTURE

CITIES DO NOT GROW^e THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

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Second Vice-President.....S. B. ROBERTSON
Third Vice-President.....C. W. LONSDALE
Fourth Vice-President.....H. J. WATERS
Fifth Vice-President.....JAMES KETNER
Sixth Vice-President.....F. C. MARQUA
Treasurer.....W. S. McLUCAS
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Transportation Commissioner..R. D. SANGSTER
Civic Secretary.....WALTER MATSCHECK
Agricultural Commissioner.....O. K. QUIVEY
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FRED M. LEE	A. C. WISER
FRANK WITHERSPOON, Jr.	

Employment Bureau

WITHIN a few days the Readjustment Committee working through the Industrial Department, will establish in the Chamber of Commerce rooms a re-employment bureau for returning soldiers and sailors. There will be an experienced paid man in charge with such assistants as he needs, insuring intelligent handling of this important work.

In taking this step the Chamber of Commerce is lining up with progressive Chambers of the country and is in line with the request of the National Chamber of Commerce asking that local bodies mobilize their members to see that returning men are properly absorbed into the industrial activities of each community.

The Bureau to be established is in line also with the request of the War Department, which has recently appointed Colonel Arthur Woods as Assistant to the Secretary of War, to act for him in all matters relating to soldier employment. It is, therefore, a Government-authorized agency, with which Lieut. C. H. Boyles, sent here by the War Department, will closely co-operate.

The first activity of the Bureau will be to immediately canvass all employers of labor to determine what jobs are available now, or may be within the next few months. The co-operation of every employer is urged so that the machinery of the Bureau will not be delayed.

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What's the Chamber of Commerce Doing?

THE question "What's the Chamber of Commerce doing?" has always been heard and presumably always will be. It is true and always will be true that criticism of an organization comes from those who know least about it, and will not go to the trouble to inquire.

A specific instance occurred on March 28. On that day the Board of Directors happened to meet. It was brought up in the meeting that a certain member was criticizing the Chamber, charging that it was not doing anything; that if it were it wasn't making it known. On that day it so happened that the Kansas City newspapers—the Times, Journal, Star and Post—printed 117 column inches of Chamber of Commerce news, nearly five and one-half columns, in which the Chamber of Commerce was mentioned twenty-seven times in the headings or in the text. The General Secretary thought this good enough to assemble that one day's items and send a full set, mounted on a large sheet, to each of the directors as ammunition against the next fellow who might say "What's the Chamber of Commerce doing?"

In the specific instance brought up, Acting President Cliff C. Jones turned his "exhibit" over to the aforementioned critic, who immediately replied as follows, names of course being omitted:

"I thank you very much for the trouble you have taken to convince me that I have been wrong in my impression of

the present management of the Chamber of Commerce and I wish to say that I am very much gratified to find that I have been wrong.

"I wish to say further, that there are a great many members of the Chamber of Commerce who are in much the same condition of mind that I was when I came to you and who would become loyal supporting members instead of remaining members because they are ashamed to quit, if they knew of the new spirit that is controlling the Chamber in its present administration. If it is feasible, a reprint of this publicity in 'The Kansas Citian' might educate some of them.

"If you think the matter of sufficient importance you can offer my apology to the Board of Directors. I am sending my dues to the Secretary today and will be glad to take any part I can in the activities of the Chamber."

If one day's clippings had this effect on this man, they may have the same effect on others. Hence the double spread of the Chamber of Commerce items appearing in Kansas City newspapers on March 28 in this issue.

MORAL: If a member thinks the organization isn't doing anything; if he wants to be an intelligent member, and—yes, a better citizen; if he wants to help the organization otherwise than by the payment of dues, he should read "The Kansas Citian" every week. If that doesn't satisfy his craving for Chamber of Commerce activity let him come to the offices of the Chamber and tell the General Secretary what the organization should be doing that it isn't doing.

NO Y. M. D.

LUNCHEON APRIL 23.

The Executive Committee of Young Men's Department, at their meeting April 7, decided to postpone the regular bi-weekly luncheon of April 23 on account of the Victory Loan being under way at that time. The postponement of this luncheon simply carries out a precedent, established by the Y. M. D. at the beginning of the War, to

permit no luncheon to conflict with any Liberty Loan, Red Cross or War Service Campaign. Every member of the Y. M. D. may be depended upon to be behind the Victory Loan to insure its success.

LET'S FINISH THE JOB.

It's our job as much as Mr. Perry's to put the fifth big Government Loan across. Attend the Wednesday Luncheon.

CHAMBER INSISTS UPON ELEVATED RAILWAY.

An elevated railroad on Central Avenue and West Ninth Street is necessary, according to the report of the Inter-City Committee submitted to the Board of Directors April 8 and immediately approved by that body. The report was made in the following form:

"The Inter-City Committee of the Chambers of Commerce of Kansas City, Kansas, and Kansas City, Missouri, after careful study of the proposal to tear down the elevated railroad structure, deem it essential that an elevated structure on Central avenue and West Ninth Street be maintained as a means of communication between the two cities. In view of the conflicting reports which the committee has had concerning the safety of the present structure, it recommends that competent engineers be selected and employed by the two municipalities to determine the safety of the structure. It further recommends that if it is shown that the present structure is unsafe, steps be taken to have it rebuilt at once."

In reaching this conclusion, the Committee held several conferences, both in Kansas City, Missouri, and Kansas City, Kansas, and received reports concerning the safety of the structure, financial ability of the Kansas City Railways Company to rebuild, the necessity for the structure, etc. It was finally decided that it was not within the province of the committee to decide as to its safeness, nor how funds can be raised to rebuild if necessary, but that it was a function of the Committee to determine whether it would be wise to tear down, even temporarily.

Those who attended the final meeting on this subject in the office of Mayor H. A. Mendenhall of Kansas City, Kansas, on April 8, were: F. C. Sharon, Chairman; W. L. Eastlake, R. P. Woods, Howard A. Fitch, C. L. Brokaw, E. S. McAnany, Lee Vaughan, N. N. Dalton, Mayor H. A. Mendenhall, H. H. Mathonet, Walter Matscheck, Lou H. Chapman, James L. Beggs, G. B. Little, T. A. Flynn.

KANSAS CITY PERMANENT HEADQUARTERS.

The Southwestern Millers' League, representing six states: Colorado, Nebraska, Oklahoma, Kansas, Texas and Missouri, are hereafter to have headquarters in Kansas City. This action was taken at the annual meeting of the League at the Coates House April 9, and Secretary C. V. Topping will move here at once. Mr. L. E. Moses of Kansas City was re-elected president of the organization, and the Convention Bureau has been assured that all future conventions and meetings of the various committees will be held in this city.

KANSAS CITY. INDEPENDENCE TRAFFICWAY.

Upon recommendation of the Markets, Transportation and Good Roads Committee the Board of Directors complied with the request of the Beaumont Improvement Association to assist in having the proposed Kansas City-Independence Trafficway declared a State Highway, thereby giving that association the privilege of grading and paving. If this is done another artery between Kansas City and Independence will be assured.

FEDERAL HIGHWAY COMMISSION.

The Markets, Transportation and Good Roads Committee at its regular weekly meeting March 31 considered Senator Townsend's bill now before Congress, which provides for a Federal Highway Commission of five members to be appointed by the President and chosen from different geographical sections of the United States for the purpose of building a national system of highways and further providing a fund of \$425,000,000 over a period of five years, to be available in part July 1, 1919.

The committee endorsed it excepting only "Section 11," to which it offered an amendment to read: "In determining the highways to be comprised in the National Highway System the Commission shall use its own discretion, and that routes to be followed shall be left entirely to the Commission." The Board of Directors approved of the action.

MISSISSIPPI VALLEY WATERWAYS CONVENTION.

The second annual Convention of the Mississippi Valley Waterway Association will be held in St. Louis April 17 and 18. The Chamber's River and Harbor Committee held a meeting April 3 and recommended to the Board of Directors that the Chamber be well represented. All the members of the committee present agreed to go. The committee is composed of Messrs. F. D. Crabbs, Chairman, T. J. Brodnax, W. T. Bland, W. S. Dickey, E. M. Clendening, Leon Smith, H. L. Root, W. B. Richards, O. V. Wilson.

Judge Bland has wired from California that he will be in Kansas City in time to go to St. Louis with the committee. He is on the program.

The St. Louis Convention will no doubt pass some practical resolutions in regard to the improvement of the inland waterways.

"Victory Special" Notes

THE VICTORY SPECIAL will leave the Union Station on Kansas City's 28th Annual Trade Extension Trip on Sunday, May 4, at midnight. The train will consist of twelve cars as follows: 1, baggage; 2, diner; 3, diner; 4, baggage (buffet); 5, pullman; 6, pullman; 7, coach (band); 8, pullman; 9, pullman; 10, pullman; 11, pullman; 12, pullman observation.

Every man on the trip will wear a sport cap furnished with the compliments of Rothschilds & Sons. Everyone will carry a red, white and blue umbrella furnished by Mr. T. Percy Bryan of the Gray-Bryan-Sweeney Coal Co.

Inasmuch as the train is going into dry territory, the Committee calls attention to the necessity of observing the law. This means a "dry" train.

Guests and traveling men will not be permitted to accompany the party for more than a fraction of a day, and no representatives of houses not properly identified with the trip will be allowed on the train.

Every member will, through the courtesy of the Irving-Pitt Manufacturing Co., be furnished with a "log" book, with a page devoted to each of the 53 towns to be visited, giving useful information in regard to each.

A committee headed by Mr. E. M. Clendenning will receive all of the visiting delegations on the train and arrange details of evening meetings en route.

The capacity of the train was reached last week when the 115th name was put on the dotted line. Even then a limited number will have to sleep in uppers, the number of lowers depending somewhat on the equipment that the Pullman Company is able to furnish. The equipment asked for would provide 104 lowers.

Two Harvey System dining cars, each with capacity of forty, will insure satisfactory meals. No further comment is necessary, but for the boys who get faint in the evenings there will be a buffet in one of the baggage cars.

Mr. Jack P. Miller will be the "Victory Special Postmaster, looking after the mail at the dozen different points where it is to be received.

A fully equipped printing outfit with a Kelly Automatic Press will be carried in one of the baggage cars. A daily newspaper will be issued, with special editions for each town. This is in charge of a committee of which George R. McKenney of the Bishop Press is chairman.

Number of towns to be visited 53; total population, 350,626; average population, 6,616. The Chairman, Harry S. Frazer, has figured out that the train will be 142 hours out of Kansas City, that the traveling hours will be 42, working hours 57, with 43 hours for sleep.

The advertising folder being gotten out is a beauty. While modest in its proportions it is a masterpiece of the engravers' and printers' arts. Six beautiful half-tones embellish the cover, showing at once that Kansas City is the "Market of the Southwest" in grain, live stock and oil, that it also buys and sells everything, illustrated by its wholesale houses, factories and transportation facilities.

Mr. Harry S. Frazer, Chairman, Vice Chairmen W. Malcom Lowry and J. W. Jenkins III of the Trade Extension Executive Committee are responsible for all of the plans for the trip and their execution. Mr. Clendenning has handled the detail work of the Ticket Sales Committee, of which Mr. Don Ricksecker is Chairman, while General Secretary J. M. Guild, working with Mr. Lou E. Holland, Chairman of the Committee on Advertising, has handled all of the publicity. The newspaper copy for the fifty-three towns has been prepared by Mr. R. C. Marley. Mr. Guild will be in charge of the train from the moment of departure until its return. Mr. Whitney Goit is Chairman of the Committee on Badges, Souvenirs, etc. Mr. George F. McKenney is Chairman of the Committee on Music. Mr. Myron A. Loewen heads the Commissary Committee.

The final schedule has been adopted. This covers fifty-three towns, two (Channing, Tex., and Jennings, Okla.), having had to be eliminated in the interest of the best possible itinerary, taking everything into consideration.

The "Victory Special" will travel over six lines of railroad: Santa Fe to Kingman, Kas.; Missouri Pacific to Turon, Kas.; C. R. I. & P. to Oklahoma City, Okla., via Chickasha; A. T. & S. F. to Enid, Okla., St. L. & S. F. to Vinita, Okla.; M. K. & T. to Kansas City, a total of 1,449 miles.

"Victory Special" Circular No. 1 will be sent to the 115 trade boosters on April 24, giving them all of the advance information necessary to answer every reasonable question about the trip. Circular No. 2 will be gotten out just before leaving. This will give the last word on the handling of the train and the details of the trip.

(Continued on Page 278.)

Referendum on Trust Legislation

RECONSTRUCTION by Congress of all anti-trust legislation is recommended by the Chamber of Commerce of the United States as the result of a referendum vote of the business interests of the country represented in trade and commercial organizations. Complete returns from Referendum No. 26 show that the constituent membership of the Chamber voted in favor of all proposals advanced by a special committee which studied the subject.

The local Chamber voted in the negative on the last two questions for the reason that in the judgment of its National Affairs Committee "the supervisory body to be created should consist of representatives of the public, industry and industrial workers, and to that end recommends that Congress pass an act creating an Industrial Court, the members thereof to hold office for life, one-half of whom should be selected from judges of the Federal courts of the United States and the other half to be chosen in equal number from heads of industry, industrial workers and the agricultural class. In this way the consumer, the worker, and industry will be equally represented and protected." It was not the desire of the Chamber to go on record as criticizing the Federal Trade Com-

mission, but its directors believe the Federal Trade Commission is not so constituted as to properly represent the industrial (both capital and labor), commercial and agricultural interests of the United States.

The vote on the four proposals follows:

1. Congress should be asked immediately to "consider the present situation of all statutes constituting our anti-trust legislation." For, 1,543. Against, 51.

2. In reconsideration of existing anti-trust legislation "there should be formulation of standards of general business conduct to be administered by a supervisory body." For, 1,159. Against, 389.

3. "An enlarged Federal Trade Commission should be made the supervisory body." For, 1,102. Against, 437.

4. In view of the importance of the functions of the Trade Commission as they would exist "the membership of the Federal Trade Commission should be increased to nine." For, 1,104. Against, 422.

The committee's report and the results of the vote are significant in view of the fact that the subject of anti-trust legislation will be taken up at the seventh annual meeting of the Chamber to be held at St. Louis April 28 to May 1.

CHARITY ORGANIZATIONS PLAN FEDERATION.

Charity workers and those interested in charities in Kansas City are coming to the conclusion that some form of central organization of charitable agencies is necessary. The large number of societies and organizations now in operation—something over a hundred—and the new ones that are constantly being added, make it impossible to avoid duplication of work and to secure the proper co-ordination unless there is a central directing and information agency.

The proposal to form some agency was brought up by the Social Workers' Conference last October and a committee was appointed to report on it. This committee reported favorably at a meeting April 7. A few days earlier twenty-five representatives of leading organizations met at the City Club to consider some plan of organization. The result of these meetings has been the appointment of a special committee of business men. The Charities Committee is anxious to get information that will help it in making its decision concerning next year's drive, if there is to be one, and a social agency federation will be in a position

give much assistance. The Committee was recognized on the new committee to form the organization by the appointment of three of its members, Messrs. Alfred Benjamin, Howard McCutcheon and William Volker.

LOCAL INTERESTS AFTER CONVENTION.

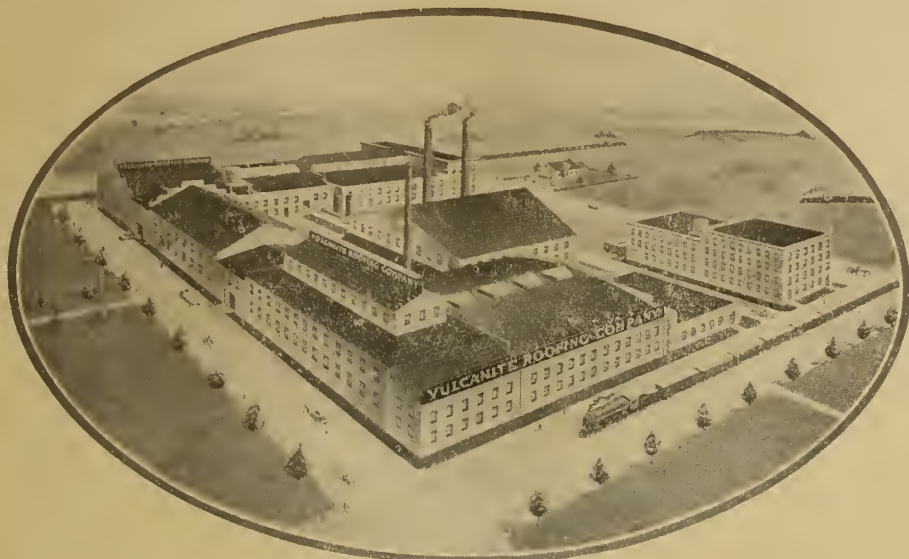
A strong effort is being made by the National Association Sheet Metal Contractors of the United States to hold the 1920 convention in Kansas City. Mr. A. J. Rommel, 805 East Eighteenth Street, is secretary of the Kansas City Local Association, and is going to the 1919 convention at Columbus, Ohio, with a strong delegation to boost for Kansas City.

"VICTORY SPECIAL"—Continued from page 277.

Night stops will be made at Pratt, Kas., Monday; Dalhart, Tex., Tuesday; Elk City, Okla., Wednesday; Oklahoma City, Okla., Thursday; Tulsa, Okla., Friday.

Today, April 15, is the limit for remittances from the first 115. There are several on the waiting list now looking for withdrawals. One hundred and fifteen paid tofares are all that can be accommodated.

VISITING KANSAS CITY'S INDUSTRIES



PATENT VULCANITE ROOFING COMPANY

THE Patent Vulcanite Roofing Company has operated in Kansas City as a prepared roofing manufacturing concern for fifteen years. In 1910 this concern bought the manufacturing plant and business of the American Roofing Company.

The plant of the company occupies three acres of ground, at Twelfth Street and Crystal Avenue, located on the Missouri Pacific and Frisco Railroads. The total investment, including ground, buildings, and stock amounts to four hundred thousand dollars, and the average yearly business of the company one million dollars.

The company employs one hundred workmen in the factory, and fifteen road salesmen, covering the state of Missouri, Kansas, southern Iowa, Oklahoma, Nebraska and Texas; also parts of Colorado, Wyoming and Arkansas.

The well known lines of Vulcanite Plain Roll Roofing, Ornamental Roll Roofing and Vulcanite Fancy-colored Shingles, are made in Kansas City and widely distributed through the whole territory.

Mr. F. J. McGinley is manager of the Kansas City plant.

CLEAN-UP PLANS PROGRESSING.

The plans for the clean-up campaign, in which the Chamber of Commerce is actively interested, are progressing favorably. Dr. E. H. Bullock, Health Commissioner, and his colleagues are actively at work making plans and securing co-operation of all city departments and civic organizations. Complete co-operation has been promised by Mayor Cowgill, Street Cleaning Department, Fire Department, Police Department, Building Inspection Department, and other city departments which can in any way help. In addition, the Boy Scouts have offered to help, and the Chamber is actively assisting in the work.

The first difficulty which confronts the Health Department now is that of sufficient funds. The city's financial condition is such that it will be very difficult to find even the relatively small sum needed for this work.

One hopeful sign at the various meetings which have been held on this subject is the expressed purpose of the city authorities not only to make Kansas City clean but to keep it clean. If this can be done it will make unnecessary the annual "clean-ups," replacing them by daily "clean-ups."



Petition in Boots Against Compensation Bill

WITH Mr. S. B. Robertson, Vice President of the Chamber in charge of the Industrial Department, as Chairman of the delegation, twenty-seven members of the Chamber appeared before the Senate Committee on Workmen's Compensation at Jefferson City last Wednesday protesting against the enactment of the Labor Compensation Bill. The delegation left Kansas City in two special Pullmans Tuesday evening, returning to Kansas City Thursday morning.

At the hearing before the Committee each member of the party, upon being introduced by Chairman Robertson, stated his business connection and the number of employes which he represented, the twenty-seven men representing through their own business connections more than 27,000 employes.

Mr. R. L. Redpath, manager of the American Radiator Company, made the principal presentation, outlining in detail several of the more vicious features of the Bill and at the same time making it plain that the employers are very favorable to a fair and just compensation bill, one which would be equally fair to the employe and employer. In presenting the defects, Mr. Redpath showed how the Bill prepared by the labor organizations was so unfair alike to both employe and employer that by no amendment could it be made acceptable. Mr. Redpath's presentation will be found in full on page 259.

Mr. George H. Forsee of the U. S. Stock Food Company asked that if the Committee recommend any bill that it be a bill which would place Missouri industries on the same basis as other states in which Missouri must compete for business. Otherwise it would not only work a hardship on present industrial concerns, but would make it difficult to secure new ones.

Mr. Irving Busick, of the Mid-Continent Iron Company, brought out the undesirable feature provided in the way of monopolistic state insurance, and declared that only by total elimination of the idea of a "state fund" could a bill be acceptable.

Mr. F. L. Dickey, of the W. S. Dickey

Clay Manufacturing Company, spoke of the welfare features which a great many manufacturing plants have put into effect, and called attention to the objectionable feature which provides for hiring physicians, this being left to the employe rather than to the employer.

Mr. C. C. Peters, President, Emery-Bird-Thayer Dry Goods Co., referred to the effect which the Bill would have on the internal working organization of any business concern.

Mr. F. W. Lukens, President, Southwestern Co-operative Association, in closing the discussion, made comparison of industrial working conditions in Missouri with surrounding states, and compared the features of the proposed Labor Bill with compensation bills in surrounding states.

The following members were included in the party:

Vice-President, Chamber of Commerce, Cliff C. Jones; Vice-President S. B. Robertson, R. L. Redpath, American Radiator Co.; W. B. Henderson, Montgomery Ward & Co.; F. L. Severance, Irving-Pitt Mfg. Co.; L. L. Middleton, K. C. Bolt & Nut Co.; Chester C. Smith, K. C. Light & Power Co.; C. A. Burton, Kewanee Boiler Co.; Pierre R. Porter, Attorney (member of Legislative Committee of Chamber); V. E. Simms, American Sash & Door Co.; Irving Busick, Mid-Continent Iron Co.; E. R. Sweeney, Gray-Bryan-Sweeney Coal Co.; B. Howard Smith, Consumers' Bread Co.; F. L. Dickey, W. S. Dickey Clay Mfg. Co.; F. W. Lukens, Farmers' Fuel Co.; C. C. Peters, Emery Bird-Thayer D. G. Co.; E. B. Berkowitz, Berkowitz Envelope Co.; G. P. Williams, Bliss Syrup Refining Co.; E. M. Tucker, Witte Engine Works; F. L. Rosenbury, Simonds-Shields-Lonsdale Grain Co.; R. L. Roselle, Loose-Wiles Biscuit Co.; F. H. Servatious, Kansas City Stock Yards Co.; George H. Forsee, U. S. Stock Food Co.; F. A. Rufi, Butler Manufacturing Co.; John P. Cooper, K. C. Structural Steel Co.; E. W. Mentel, Industrial Commissioner; H. H. Mathonet, Assistant Secretary, Department of Civics.

FIRE APPARATUS EXPOSITION.

An extensive exhibition of modern fire apparatus and accessories will be the most important feature of the 1919 annual convention of the International Fire Chiefs' Association, starting June 24. This exhibition will be given in Convention Hall and will occupy the entire arena.

It is expected that over three hundred

salesmen and manufacturers of the various apparatus and appliances will be here during the entire week of the convention.

There will be about three thousand delegates to the Fire Chiefs' Convention, and four to six hundred ladies. Program for entertaining the visitors is now being prepared by Chief Henderson and the Convention Bureau of the Chamber.

WORKMEN'S COMPENSATION.

Presentation by Mr. R. L. Redpath before Senate Committee April 9, 1919,
of objections to House Bill No. 79.

ENDORSEMENT OF THE PRINCIPLE.

IN APPEARING before your Committee on behalf of the members of the Chamber of Commerce of Kansas City, we want it to be distinctly understood that we are not opposed to the principle of Workmen's Compensation, and that we have hoped that the bill known as the Missouri Bill would become law at this session of the Legislature.

We regret that it is not possible to have a Federal Compensation law passed which would place all states on the same basis. This, we believe, is the only fair thing to do, as it is obviously unfair for an employer in one state to operate under a Compensation Act which forces him to pay a higher rate of compensation than his competitor in an adjoining state.

Our purpose in appearing before your Committee is to lay before you, as best we may, our objections to certain provisions of the so-called Labor Bill (H. B. 79), in the hope that employers now operating in the state of Missouri may not be handicapped in competing with employers operating in other states. A large part of the wealth of the state is in its manufacturing institutions, and it is a realization of the importance of these institutions that prompts our Chambers of Commerce to expend large sums of money to induce industries to come to this state; it is for the good of the state at large that industries should be induced to locate within our borders, and it is in the interests of the workmen of the state that these industries should come. But an unfair Compensation Law will act as a deterrent to such development.

We wish to call attention to the following sections of the proposed Labor Bill, to which we are opposed:

INTOXICATION. WILLFUL REMOVAL OF GUARDS.

Sec. 3. This section states:

"If both employer and employe have elected to accept the provisions of this Act, the employer shall be liable, irrespective of negligence, to furnish compensation under the provisions of this act for personal injury or death of employe by accident arising out of and in the course of his employment, etc., except where injury was caused by an act of the employe done knowingly for the purpose of injuring himself." We contend that where an employe is injured while intoxicated, the employer should not be held liable as the workman not only rendered himself liable to injury, but probably jeopardized the lives of his fellow workmen.

Of course the purpose is always to prevent a man from working if he is under the influence of liquor, but it is very difficult to always detect and stop such men from working. Nor should injuries received from personal encounters during working hours be covered by compensation. Nor should the wilful removal of safety guards be included.

EMPLOYMENT OF PHYSICIAN.

Sec. 13 states:

"If an employe desires he shall have the right to select his own physician, surgeon or other requirements." In article (d) under this section it is provided. "If an employe dies as the result of an operation made necessary by the injury, such death shall be deemed to be caused by the injury." Inasmuch as the employer is held liable for the acts of the physician or surgeon, the employer should be responsible for the selection of such medical or surgical services. If the employe were assuming his own risk, certainly there could be no objection to his making his own selection of a surgeon; but I repeat, if the employer is responsible for the acts of the surgeon he is entitled to the privilege of selecting a man to perform such service.

Our contention is, that it is the best interests of the employer to secure for an injured employe the best medical and surgical service obtainable, because it is always to the interest of the employer to do everything possible to secure the earliest recovery of his injured employe. As an instance: A man with a broken arm goes to his family physician, the arm is set and the man remains away from work, say, two months. Investigation reveals the fact that the arm

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WORKMEN'S COMPENSATION.

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was not properly set and it becomes necessary to break the arm and have it set again. The penalty for such work on the part of the physician is on both employer and employee.

Another instance: A man receives an injury to the eye. He consults a physician who is incompetent, or who is not an eye specialist. The injured man loses his eye through improper attention. Then it is required that the employer pay the doctor and pay the employee for the loss of the eye.

Should employer's physician be personally obnoxious to employee, employee should select another physician.

We are advised that in only three states is the employee given the privilege of employing his own physician, namely, Massachusetts, Rhode Island and Washington, and in the case of Massachusetts, after two years' trial the Compensation Commission has recommended to the Legislature that it change that section and have the employer choose the physician.

WAITING PERIOD.**Sec. 14.—States:**

(a) "No compensation shall be payable for the first seven days or less of disability, unless disability shall last longer than three weeks."

We believe there should be a seven days' waiting period without compensation except medical attention, as provided in the Missouri Bill. A great majority of industrial accidents are caused by negligence on the part of the employee, and the greater number of such accidents are trivial in character. Workmen's Compensation is to prevent hardship to workmen's dependents in event of accident which incapacitates the worker for a considerable period of time, or in cases where employee's earning capacity is impaired through permanent partial disability resulting from loss of hand, leg, eyes and accidents of this nature, and not to insure wages for trifling injuries which without a waiting period would possibly result in no loss of time.

Therefore the bill should be so amended that compensation would begin with the day of injury only in cases where the injury caused disability in excess of six consecutive weeks.

MAXIMUM.**Sec. 14, Article (b) states:**

"No weekly installment of compensation shall exceed the sum of \$18.00 nor exceed 66-2-3 per cent of the wages used as the standard of computation."

This article of Sec. 14 appears to establish a weekly maximum of \$18.00. We object to \$18.00 as a maximum as being a heavier penalty on Missouri employers than prevails in any of the states with which Missouri industry is in competition. Note that in California, the only state with a weekly maximum as high as \$18.00 the minimum is only \$4.17. For instance, note the rates in the following states:

	Maximum	Minimum
Illinois.	\$12.00-\$15.00	\$6.00-\$7.50
Kansas.	15.00	6.00
Iowa.	(death) 10.00	5.00
	(disability) 15.00	6.00
Wisconsin.	15.00	7.50
Indiana.	(death 12-5) 13.20	5.50
Michigan.	10.00	4.00

(The fact that the Labor Bill was originally written with no maximum whatever shows the extent to which it was proposed to handicap Missouri industry.)

If Sec. 14, Article (b) establishes a maximum then we do not understand the wording of Sec. 15, which reads as follows:

For temporary total disability the employer shall pay the employee two-thirds of his average daily wages for not more than 400 weeks during the continuance of such disability, but not less than \$3.00 a week with full wages if his average daily wages amount to less than \$8.00 a week."

This same two-thirds of daily wage and \$8.00 minimum is recited in Sec. 17, appearing to be additional compensation for permanent partial disability, appears again in Sec. 18 and Sec. 21, Article (b), in none of these sections is any mention made of the \$18.00 weekly maximum. These sections are in conflict with Sec. 14, Article (b), which limits the maximum to \$18.00. This belief is further strengthened by the fact that Sec. 14, Article (b) states that compensation shall not exceed 66-2-3 per cent of the wages used as the standard of computation, while the following sections distinctly set up a \$8.00 minimum.—Under Sec. 14B, if an employee receiving \$10.00 per week should be injured the compensation would be only \$6.66 per week. Under Sec. 15, 17, 18 and 21 compensation must be \$8.00 per week.

As to the maximum, Sec. 14, Article B says \$18.00, Sec. 15, 17, 18 and 21 mention no maximum.

The bill to be fair as compared with other states should have as an outside limit a maximum of \$15.00 per week, with a minimum of \$6.00.

In regard to the 66-2-3% provision, again we note that it is proposed to place the Missouri rate far above the average. In fact, there are only four states in which the compensation is as high as 66-2-3% of wages lost:

22 states provide	50 %
3 states provide	55 %
4 states provide	60 %
3 states provide	65 %
4 states provide	66-2-3%

Senate Bill 389, endorsed by the Chamber, provides for 60%, which is admittedly higher than the average, and is even higher than the Indiana Bill upon which it was based.

Sec. 17. Permanent Partial Disability.

Compensation for permanent partial disability in addition to all other compensation, has been adopted in only two states, Illinois and Massachusetts, and is proposed in the Labor Bill. In all other states it is not "in addition to" but "in lieu of" which latter provision is contained in Senate Bill 389.

Illinois, a state competing actively with Missouri industry, has such a provision, but we find that out of a total of 24 items the labor Bill is higher than the Illinois Bill on 21 items. We cite only a few instances, giving comparisons:

	Labor Bill	Illinois Bill
Loss of Hand	190 weeks	150 weeks
Loss of Leg	240 weeks	175 weeks
Loss of Foot	150 weeks	175 weeks
Loss of One Eye	120 weeks	100 weeks

(Note also that rate of compensation in Illinois is 50% to 65% as against 66-2-3% in House Bill 79.

The other surrounding states have no provision for additional compensation.

Again attention is directed to the fact that the Labor Bill would place Missouri on a pedestal far above competing states.

Sec. 18. Permanent Total Disability.

House Bill 79 provides employer shall pay employee two-thirds of his average daily wages during the continuance of the disability for life, but not less than \$8.00 a week. (Again we see no reference to a maximum of \$18.00 per week.) In cases of permanent total disability 23 of the

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WORKMEN'S COMPENSATION.

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10 compensation states provide compensation for from 200 to 500 weeks, and the majority of the other states provide compensation for like periods and then some smaller percentage for life.

In this section is repeated the excessive two-thirds of wages, also the excessive \$8.00 minimum. Under this provision all loafers would finally learn to lie down under strains, etc., and become pensioners for life.

DEATH—NO TIME LIMIT.

Sec. 21 places no limit upon the period in which death must result, thereby opening the door to false ascription of deaths to long forgotten accidents. The opening of this section should be amended to read "If the injury causes death within six years," which is in line with other states (Indiana 300 weeks.).

COMPUTATION OF AVERAGE WAGE.

Sec. 22 (a). Method of Arriving at Average Daily Wages.

"If the injured employe has worked in the same employment, whether for the same employer or not, during at least fourteen whole days of the thirty days immediately preceding his injury, his average daily wages shall be determined by dividing the total earnings, wages or salary which he earned as such employe during the whole days when so employed, by the number of whole days during which he actually worked at such employment."

This provision makes no allowance for seasonable employment. If the occupation in which a man is engaged lasts only nine months in the year, the wage rate being high because his employment is seasonable, the provisions of this section are unfair because, in case of an injury of considerable duration he would be drawing compensation from employer for twelve months per year while ordinarily he would only be employed nine months per year. Furthermore, in almost every institution there will be found probably 80% of steady workers and 20% of workers who make a practice of laying off from one to three days per week, or, may work steadily for two or three weeks and lay off one or two weeks, losing from 25 to 50% of the time. For this class of men the provisions of this section set up a system of compensation that would give them actually more money than they would earn if no injury had occurred, and opens the door for serious malingering on the part of this class of employes. When such a man says he has strained his back, or wrenched his side, or turned his ankle, or claims some internal injury, you can readily imagine how difficult it would be to prove the man was able to work, and especially so if he has the privilege of employing his own physician.

Eventually the Commission might decide he was malingering, but the cause would probably run on for some time before such decision was reached.

(Note the provisions of Senate Bill 389 for arriving at weekly wages provides for dividing the yearly earnings by 52. See Section 83 (g).)

No method of calculation of average weekly wages will stop a certain percentage of employes from loafing half the time; but the method of calculation as specified in the Missouri Bill would more nearly give such employes the compensation to which they are entitled and would not put a premium on malingering.

Sec. 38. Notice of Accident.

This section should specify how and by whom

the notice of accident is to be given, and should require the employer to give notice in all cases, and the fact that his employer may have knowledge of the injury should not relieve the employe from the duty of giving notice, for it is to his own interest that proper medical or surgical service be rendered promptly in order that the injury may not be aggravated by neglect. Thirty days should be the limit of time for filing notice.

FILING CLAIM.

Sec. 39 states that

"No proceedings for compensation under this Act shall be maintained unless a claim therefor be filed with the Commission within one year after the injury or death." We maintain that a period of six months should be the limit of time allowed for this notice, first, because in case of injury attention should be given before six months for the good of the employe, and second, either in case of injury or death the lapse of a year's time may make it exceedingly difficult for the employer to collect information as to the injury, and opens the way for fraudulent claims.

REGARDING STATE INSURANCE.

We are opposed to the State entering into any business that can be carried on by private enterprise, and we therefore advocate the entire elimination from this bill of a State Fund, either Monopolistic or Competitive.

SETTLEMENT OF CLAIMS.

It should not be necessary that all claims for compensation should be heard by the Commission. The law should be so worded that the employer and the employe may come to an agreement as to compensation due under the law, and this agreement should be submitted to the Commission for approval, and only such claims go before the Commission for hearing as cannot be settled by agreement between the employer and the injured employe. The great majority of cases could be settled in this way, and settled promptly, and thus relieve the commission of the great congestion that will occur if it is necessary for them to hear all cases. In case of agreement between employer and the employe the only duty required of the Commission should be to verify the agreements for fraud or imposition on the workman.

Senate Bill 389 permits the employer to deal directly with his workman, and a scale of benefits is provided. The employe is guaranteed that he will receive these benefits either from his employer or from the Insurance Company, and disputes and delays are done away with. Under the Indiana law, after which Senate Bill 389 is patterned, we understand 98 per cent of the cases have been settled without contest or controversy; and in handling cases in this manner the injured employe is not subjected to the delay in payments that occurs where every accident is reported to and passed on by the Commission, and it cannot be denied that an injured workman must be relieved promptly.

The relations between employer and employe are growing closer year by year, and the realization of their dependence one upon the other is becoming better understood by both. Progressive employers, and we believe they are in the majority, are doing more in the matter of caring for their workers than ever before. This field of endeavor on the part of employers covers the subject of ventilation, clean surroundings, healthy working conditions, wash rooms, lockers, shower baths, modern toilet rooms, re-

(Continued on Page 289.)

City

O., MARCH 28, 1919.—Ft

Cr

**U. S. DEPT. OF COMMERCE OPPOSES
DEMAND FOR TEN
CENT COAL HIKE**

**Proposed Increase In Freight
Rates Would Be Blow To
Local Industry, It Is Feared**

Acting, they said, in the interests of industrial and domestic consumers.

Commerce secretary after pointing out the efforts of Kansas coal operators for a 10-cent increase in coal rates from the Illinois strike.

A hearing will be held today before United States railroad administration before transportation and petroleum departments of the department of commerce.

Kansas coal operators asked the industrial department to endorse their demand and request the department decided to oppose it. A hearing of consumers yesterday. The Steel Institute resulted in action by the board of directors.

At the hearing R. J. Higgins attorney for the Kansas City Railway Company, pointed out the Kansas City operations here had no demand, and that each a case on Illinois coal would profit the product from the local market. Mr. Higgins stated that he would court Kansas City 1,000,000 bushels.

Others declared the advance would injure Kansas City's industrial opportunities. R. E. Conway of the National Zinc Company, and others already here, asked be discouraged rather than discouraged, and asked that the increase should be protected. Industries as well as domestic consumers would be affected violently by the proposed increase.

Kansas coal operators now ask 10 cents under the Illinois rate, and the increase would mean that their markets for freight would be increased, estimated to be also.

STREET CAR SERVICE.

The Department of Civics has been making inquiry concerning the street car service in an effort to see if something could not be done to improve it. This is a result of the numerous complaints which have come to the office of the Chamber.

In going over the situation it soon became apparent that the Street Car Company is making every effort to give better service. The trouble is 150 cars are out of service, due largely to damage during the recent strike. These are being repaired as rapidly as possible. All the shops that can work on them are at work.

With every available car which is in condition for service in use, there is such a shortage that it is impossible to give good service. It may take several weeks to repair a sufficient number of the cars to bring service up to normal.

In an effort to further relieve the situation, the company has purchased 25 new cars of the one-man safety type. These are entirely different from any one-man cars now in use here, and it is promised that they will give complete satisfaction. 15 of these cars have arrived and will be put in use on the Sunset Hill line this week.

**NEW CONSTITUTION
A POLITICAL FOOTBALL.**

The Legislature has converted the proposition to give Missouri a new constitution into a political plaything. Both houses are holding the measure in their respective committees. The House of Representatives committee refuses to report the measure because the Senate will not consent to a re-districting of the Senatorial districts of the state (a matter in no way related or relevant to the submission of the question of a new constitution.)

The Senate Committee has been jockeying with the measure, and on the third of this month voted to report it unfavorably. On the fourth, however, this action was reconsidered and another hearing was scheduled for the month. There is little chance of the Senate Committee reporting the bill favorably. It is evident that neither branch believes that the voters of Missouri are competent to pass on the question, "Shall Missouri have a New Constitution," which is all they are asked to submit at this time.

The Chamber of Commerce of Kansas City has actively supported this bill. Several delegations have visited Jefferson City urging favorable action in the committee. The Kansas City delegation of legislators has co-operated to the fullest extent and has shown the delegations from the Chamber every courtesy.

**LIST OF RESOLUTIONS FOR PUBLIC
WORKS.**

FOR ADOPTION APRIL 8, 1919.

Artificial Stone Curbing.

Clairmont avenue, both sides from south line 5th to 450 feet south 5th.
Drury avenue, both sides from south line 15th to south line 16th.
Lakota avenue, both sides from east line Elmwood avenue to west line Van Brunt boulevard.
Saida avenue, both sides from west line Denver to west line Drury avenue.
16th street, both sides from east line Hardesty to west line Topping avenue.
16th street, both sides from east center line Freemont to west center line Bennington.
Topping, both sides from south line Gladstone to south line Saida.

Artificial Stone Sidewalk.

Brighton avenue, west side from south line Gladstone to south line Norledge, produced from east.
54th street, south side from east line Prospect to west center line Bellefontaine avenue.
Lakota avenue, both sides from east center line Elmwood to west line Van Brunt boulevard.
Lawn avenue, both sides from south line Gladstone boulevard to north center line Lakota avenue.
Locust street, west side from south line 10th to north line 11th.
Scarritt, south side from east line Wheeling to west line Bellemont.
31st street, north side from east line Prospect to alley between Prospect avenue and Montgall avenue.
Virginia, both sides from south center line 47th to south line Davis Place.

Portland Cement Concrete Pavement.

Drury avenue from south line 15th to south line 16th.
Lakota avenue from east line Elmwood avenue to west line Van Brunt boulevard.
16th street from east line Hardesty to west line Topping avenue.
16th street from east line Freemont to west line Bennington.
Topping avenue from south line Gladstone to south line Saida.

Repairing Asphalt Pavement.

Indiana avenue from south line 27th street to north line 31st street.

Artificial Curbing.

Broadway, both sides, from south line 44th to north line 47th. \$499.

Artificial Stone Sidewalk.

18th street, north side, from south line Lister to north line of Brighton. \$500.

Sheet Asphalt Pavement.

Broadway, from south line 44th street east to north line 47th. \$501.
Forest from south line 42d to north line 43rd. \$502.

Portland Cement Concrete Pavement and Curbing.

Liberty street from south line 47th to north line 48th. \$503.

Work to Be Done by Kansas City Without Contract.

Repairing and Maintaining Asphalt Pavement.
16th street from east line Main to west line Grand. \$505.
Hearing of Property Owners April 25, 1919.

Legislative Bureau Bulletin No. 9

By PIERRE R. PORTER, Director.

(April 10, 1919.)

BILLS WHICH HAVE PASSED BOTH HOUSES.

- 229 H. B. An act to provide for the appointment of supreme court commissioners.

BILLS WHICH HAVE PASSED THE SENATE.

- 69 S. B. An Act to amend section 1887, article 9, entitled, "limitations, personal actions and general provisions, "of chapter 21 of the Revised Statutes of Missouri, 1909, prescribing the time within which civil actions other than those for the recovery of real property shall be commenced, so as to make the meaning of said section more definite and certain.
84. S. B. An Act to repeal, "An act to abolish capital punishment in the state of Missouri," and to enact a section reviving all former laws providing for capital punishment.
90. S. B. An Act to amend chapter 61 of the Revised Statutes of Missouri, 1909, relating to life, accident, health and industrial insurance, by adding a new section to article V thereof, to be known as section 699a, so as to enable all corporations incorporated under general or special laws, for the purpose of conducting business in such insurance, to change their names, upon an affirmative vote of three-fourths of its board of directors, or board of trustees.
100. S. B. An Act to amend section 7104 of the Revised Statutes of Missouri of 1909, relating to taxation of insurance companies.
154. S. B. An Act authorizing the collector to have abstracts prepared for the aid of the attorney in bringing tax suits to enforce the state's lien against real estate, and providing that same be taxed as costs—abstracts to become property of purchaser or person paying out said suit.
164. S. B. An Act relating to fire department.
166. S. B. An Act to provide for the organization, discipline, government and use of the national guard.
173. S. B. An Act to amend laws of Missouri, 1917, section 63, page 115, to prevent any person from enticing inmates away from the state industrial school for girls.
176. S. B. An Act to amend section 33, article 11 of an act of the general assembly entitled, "An act to create and establish a public service commission," by adding a proviso to said section, exempting transporations for the benefit of orphan homes, old people's homes, and other charitable institutions from the operation of said section.
197. S. B. 444. S. B. An Act relating to free treatment of patients at sanitarium.
227. S. B. An Act to provide for refunding to the licenses of a part of the state, county and city license tax on dram-shop licenses in certain cases.
245. S. B. An Act to amend chapter 32 of the Revised Statutes of Missouri of 1909, relating to coroners and inquests.
250. S. B. To amend state prison board act.
266. S. B. An Act to repeal section 7631 of article 9, Chapter 65, Revised Statutes of Missouri, 1909, providing for the salaries of deputy constables, their removal, and filling of vacancies in cities of 300,000 inhabitants or over, and enacting a new section in lieu thereof.
290. S. B. An Act to repeal section 4734, chapter 36 Revised Statutes of Missouri of 1909, relating to the "sale and gift of cigarettes and cigarette paper," and to enact a new section in lieu thereof relating to the same subject and making it unlawful for any person to give, to sell, give away, or otherwise dispose of any cigarette or cigarette paper, to any person under the age of eighteen years.
363. S. B. An Act providing for the employee in the office of the license collector in cities having three hundred thousand inhabitants or over, and fixing their compensation.
366. S. B. An Act to amend act providing for a tax on the transfer of gifts, legacies, inheritances, bequests, devices, appointments and successions.
346. S. B. An Act defining mattresses; regulating the making, remaking, and sale thereof; prohibiting the use of insanitary and unhealthy materials therein; requir-

(Continued on Page 288.)

LEGISLATIVE BUREAU BULLETIN.

(Continued from Page 287.)

ing that the materials used shall be accurately described, and prescribing the manner in which mattresses shall be labeled; providing for the enforcement of the provisions of this act; making certain acts criminal, and punishing the same; imposing certain duties upon the state industrial inspector; and repealing legislation inconsistent with this act, with an emergency clause.

- 367. S. B. An Act to repeal sections 4339, 4471, 4487 and 4595 of chapter 36 of the Revised Statutes of Missouri 1909, relating to "Crimes and Punishments," and to enact six new sections in lieu thereof.
- 372. S. B. An Act to repeal articles 1, 11, 111, and IV of chapter 113 of the Revised Statutes of Missouri, 1909, in relation to court stenographers, and to enact, in lieu thereof, a new chapter known as chapter 113, relating to court reporters, their appointment, tenure of office, salaries, expenses, fees for transcripts and the making of transcripts of testimony taken in court and fees to be taxed in certain cases.
- 419. S. B. An Act to amend section 10727a of an act contained in the laws of Missouri, 1911, page 386, approved March 29, 1911, which act repealed section 10727 of the Revised Statutes of Missouri, 1909, entitled "Salaries and fees" and enacted in lieu thereof two new sections relating to the same subject, by striking out the words, "twelve thousand" as they appear in lines 13 and 14 of section 10727-a, and inserting in lieu thereof of the words, "one thousand one hundred and twenty-five."
- 413. S. B. An Act to repeal an act entitled "An act to create a permanent state tax commission."
- 462. S. B. An Act requiring the registration of fictitious names and fixing the fee therefor; making the failure to register such names a complete defense to actions for the recovery of money or property, or for the enforcement of payment of accounts sued for by persons or corporations doing business under a fictitious name, and prescribing penalties for failure to register such names, with an emergency clause.
- 484. S. B. An Act providing for the keeping of records by persons operating garage of motor vehicles, and to prohibit the possession or use of a motor vehicle without the consent of the owner thereof, and prohibiting the altering or defacing of motor vehicles, serial numbers, licenses and license numbers, or engine numbers on any motor vehicle, making it an offense to buy or receive any automobile or motor vehicle which has been tampered with by altering, removing, destroying or defacing the manufacturer's serial number on the engine thereof, and to provide penalties for the violations of the provisions of this act.

BILLS WHICH HAVE PASSED THE HOUSE.

- 28. H. B. An Act to create and regulate the office of county superintendent of public welfare, and of his assistants.
- 48. H. B. An Act to provide for the education of feeble-minded, deaf, blind and crippled children in special classes in the public schools.
- 95. H. B. An Act to amend an act of the general assembly of the state of Missouri 1917, (Page 237) approved April 9th, 1917, entitled, "An act requiring domestic corporations and foreign corporations doing business in this state to pay an annual franchise tax, "by adding thereto a provision excluding and exempting certain mutual insurance companies now organized or that may be hereafter organized under any of the laws of this state from the provisions of said act.
- 204. H. B. An Act creating the office of purchasing agent in and for all counties now or hereafter having a population of not less than fifty thousand and not more than one hundred twenty-five thousand inhabitants.
- 243. H. B. An Act to permit cities and towns now acting, or that may hereafter act under special charters, to increase their rate of taxation for local city purposes.
- 251. H. B. An Act to repeal sections 5970 and 5971 of article 7 of chapter 43, Revised Statutes, 1909, relating to constitutional amendments, and to enact two new sections in lieu thereof to be numbered sections 5970 and 5971, relating to constitutional amendments, providing for official ballot titles to all proposed constitutional amendments and the manner and form of printing same upon the official constitutional ballots.

(Continued on Page 289.)

LEGISLATIVE BUREAU BULLETIN.

(Continued from Page 288.)

256. H. B. An Act to repeal an act entitled "An act to promote the health and sanitary conditions of coal miners and providing wash-houses equipped with stoves and fuel, or either heating apparatus, to be furnished by mine operators, and providing penalties for violation thereof," approved March 22, 1915, and to enact in lieu thereof a new act entitled, "An act to promote the health and sanitary conditions of coal miners and to provide properly heated and lighted washhouses equipped with baths, washstands and lockers, to be furnished by mine owners or operators and providing penalties for violation thereof.
264. H. B. An Act to repeal section 128 of article 3 of an act of the general assembly of 1915 entitled trust companies and to enact in lieu thereof a new section to be known as section 128.
282. H. B. An Act to repeal section 7620, article 9, chapter 65, Revised Statutes of Missouri, 1909, relating to the salary of clerks of justice of the peace courts in cities of 300,000 inhabitants or over.
349. H. B. An Act to provide for the presentation of medals to Missouri soldiers, sailors and marines who served from this state in the war with Germany, the Spanish-American war and on the Mexican Border.
358. H. B. An Act to amend section 10879 of the Revised Statutes of 1909, entitled, "Regulations governing elections at annual meetings," by inserting and adding in line seven of said section after the word "election" the words "none of whom shall be a member of the board," so that section when so amended shall read as follows: Regulations governing elections at annual meetings.
433. H. B. An Act to appropriate money for the purpose of paying the salaries of civil officers for the years 1919 and 1920, commencing January 1, 1919, and ending December 31, 1920, with an emergency clause.
482. H. B. An Act to amend article XX chapter 84, Revised Statutes of Missouri, 1909, by striking out section 9846, of said article and chapter and inserting in lieu thereof a new section, to be known by the same number providing for the employes in the office of the license collector in cities having three hundred thousand inhabitants or over, and fixing their compensation.
611. H. B. An Act to repeal section 6235 of article XV, chapter 43 of the Revised Statutes of Missouri, 1909, relating to registration and elections in cities having 300,000 inhabitants or over, and to enact a new section in lieu thereof to be known as section 6235.
651. H. B. An Act to establish a state bureau of marketing to assist producer and consumer in the problems of marketing and distribution of farm products, and for co-operation relating thereto, and prescribing its powers and duties.
675. H. B. An Act requiring the registration of fictitious names and fixing the fee therefor; making the failure to register such names a complete defense to actions for the recovery of money or property, or for the enforcement of payment of accounts sued for by persons or corporations doing business under a fictitious name, and prescribing penalties for failure to register such names; with an emergency clause.

WORKMEN'S COMPENSATION.

(Continued from page 283.)

creation grounds, safety devices, free medical service, free dental service, free hospital service, life insurance, visiting nurses and in many cases free medical service in homes as well as facilities for permitting workmen to better their housing conditions by owning their own property; and never before in the history of the state or nation have these activities been so pronounced as at the present time.

CONCLUSION.

As to those of us who are now doing business in the state, we are only asking that we be placed upon a basis which will not penalize us in the matter of compensation in our competition with industries in surrounding states; and we feel that the passage of House Bill 79 would not be fair to the employers of this state.

FOREIGN TRADE CONVENTION.

Since announcement in last week's issue of The Kansas Citian of delegates to the Sixth National Foreign Trade Convention to be held in Chicago, April 24-25-26, three more delegates have signed up—Mr. Paul Sauer, Advertising Manager Columbian Steel Tank Company; Walter L. Wilson, Secretary, Baker & Lockwood Mfg. Co., and Edgar J. Stern, Edgar J. Stern & Co. (Marine Insurance). This makes six delegates so far from Kansas City. The time is short and any other members whose intention it is to attend are urged to notify the Industrial Department and make hotel reservations at once.

UNCLE SAM'S VOCATIONAL SCHOOLS.

WITH the statement that a part of the program for the day would be devoted to the discussion of the welfare of returned soldiers, Vice President F. C. Marqua of the Y. M. D., introduced Colonel R. Bryson Jones of the National Guard of Missouri to the members of the Chamber of Commerce at the Y. M. D. luncheon last Wednesday. Colonel Jones made brief explanatory remarks setting forth the necessity of Kansas City business men co-operating with the U. S. Government in its rehabilitation work, the plans for which would be elaborated upon by Dr. Uel W. Lamkin, District Vocational Officer, Southwest Division of the Federal Board for Vocational Education, Division of Rehabilitation.

In furnishing the business men present with a brief outline of the Government plans for the rehabilitation and employment of disabled soldiers and marines, Dr. Lamkin said that it was not from sentiment but cold business facts that the people of America demand a rehabilitation of the disabled fighting men of the nation. This would not necessarily mean that the soldiers should be wounded in battle, as thirty-five to forty per cent of the disabled soldiers are incapacitated for active work, through the ravages of tuberculosis, typhoid fever, and other diseases, but they are just as much a charge of the United States as the many who lost an arm, a leg or an eye in battle.

According to Dr. Lamkin, the alarming stories of the blindness of many of the soldiers are erroneous. Not over one hundred American soldiers have been permanently blinded.

The Government wants and will do all it can to put fighters back in the places they had before the war. Of the two hundred thousand disabled soldiers, twenty thousand

are from the States in this part of the country. Nearly seven thousand disabled soldiers have been examined by a Government examining board in St. Louis, and so far not a single case of total disability has been reported.

The plans of the district office of the Federal Board for Vocational Training embrace the sending of crippled and disabled soldiers to various schools, free of tuition or other expense, the Government even providing the necessary tools, and clothing if needed. If the disabled soldier does not care to receive this vocational training, he will be placed in a factory where his disabilities will not interfere with his effectiveness. "Through this method, every time a disabled soldier is helped to make a decent living, a Bolshevik is killed in the making, and the work of the Government in training crippled soldiers is regarded as a powerful antidote to Bolshevism," said Mr. Lamkin.

To help maintain the disabled soldier student, the Government pays a single man \$65 a month and a married man \$75. If the disabled soldier thus placed by the Federal Board does not make good at the job he is training for, another job is provided for him in another line of work.

In concluding his outline of the vocational plan of employment, Dr. Lamkin stated that he would like to have the Young Men's Department help in placing these disabled soldier students and men in Kansas City industrial plants. As many of the boys who went to France will not return as well in bodily health and mind as when they went into the service, the vocational school will give them an opportunity to make good.

Dr. Lamkin said that he is informed that at Camp Funston fifty-five per cent of the soldier boys want to go back to farms.

Kansas City's Representatives in the Legislature

SENATORS

M. E. CASEY

W. W. GREENE

REPRESENTATIVES

WILLIAM HICKS

F. G. WILKINSON

THOMAS SHEPARD

J. A. PREWITT

J. H. TAYLOR

D. M. KEENAN

*Tell them what you want them to do in matters of legislation.
They are your representatives.*

1919 Harvest of New Members

(Continued from last week.)

Stader, John B.
Elliott Fisher Co., 819 Gloyd Building.

Stahl, Edward, H.
Outdoor Enterprise Co., 612 Gumbel Bldg.

Stark, John
Aylsworth Grain Co., Board of Trade Bldg.

Standard Asbestos Mfg. & Insulating Co. (Firm)
Scott & Guinotte Avenue.

Steele, Edward A.
Crunden Martin Mfg. Co., 402 New Eng. Bldg.

Stelle, J. M., Steele & Co.
1501 Waldheim Building.

Stephens, A. J.
A. J. Stephens Rubber Co., 1421 Chestnut St.

Stephens, E. E.
Double Seal Ring Co., 214 East 17th St.

Stern Bros. & Co., (2 additional)
1012-15 Baltimore Avenue.

Stern & Co., Edgar J. (Firm)
521-22 Lathrop Building.

Stevens, Geo. F.
Star Tire & Repairing Co., 1949 Grand Ave.

Stevens, W. P. M., General Insurance
613 Grand Avenue Temple.

Stewart, Dr. W. A., Dentist
711 Shukert Building.

Still, M. J.
Home Furniture Co., 609 Walnut Street.

Steinola Co., The (Firm)
1115 Walnut Street.

Stone, Robert S., County Assessor
415 Bonfils Building.

Stotler, B. M.
Pittsburgh Meter Co., 605 Victor Building.

Stous, John P., Salesman
Ehrke-Martin Live Stock Commission Co.,
308 Live Stock Exchange.

Strumppulos, C. D.
Sanitary Lunch, 1014 East 31st Street.

Suburban Motor Transfer Co. (Firm)
308 Westport Avenue.

Sullivan, J. M.
Sullivan Photo Shop, 206 W. 12th Street

Summe, A. J., Dairy
4115 East 27th Street.

Superior School Supply Co. (Firm)
19th & Campbell Streets.

Sutton, Dr. R. L., Physician
1034 Rialto Building.

Sweet & Piper Horse & Mule Co. (Firm)
19th & Wyoming.

Switzer, A. T.
Switzer Paint & Wall Paper Co., 3845 Main St.

Swofford, J. J.
Ralph P. Swofford & Co., 631 Rialto Bldg.

T.

Taylor, F. J.
Taylor Grain Co., 524 Board of Trade Bldg.

Teats, M. W.
R. & J. Dick, Ltd., 1512 Main Street.

Terminal Elevators Co. (1 additional)
Board of Trade Building.

Thomas, E. J.
Progressive Brass Mfg. Co., 106 Southwest Blvd.

Thomas, Dr. Wm. S., Physician & Surgeon
314 Chambers Building.

Thompson, Raymond W., Pierce Automobiles
1901-3 McGee Street.

Thornton, L. M.
Thornton Mfg. Co., New Nelson Building.

Tighe & Co., H. F. (Firm)
2116 Walnut Street.

Timmer, The Joe Hardware Co. (Firm)
11 Central Avenue, Kansas City, Kansas.

Tomlinson, E.
Midwest Plating Co., 1415 Main Street.

Topping, H. P., Topping Valuation Co.
1308 Waldheim Building.

Toyme, Wm. H.
Eclipse Auto Top Co., 1804 Grand Avenue.

Tranin, Sam, Wholesale Produce
116-120 East 4th Street.

Trickett, Jos. P., Life Insurance Agent
605 Live Stock Exchange.

Troost Avenue Bank (Firm)
3105 Troost Avenue.

Trumble, Harry F.
Trumble Tire Co., 2402 East 15th Street.

Tuttle-Ayers-Woodward Engineering Co., (Personal increased to Firm)
207 Reliance Building.

Tyner, E. D., Paving Contractor
11th and Elmwood.

U.

Uhrich, Frank
Uhrich Supply Co., 321 Scarritt Building.

Underwood Typewriter Co. (Firm)
1017-19 Grand Avenue.

United Iron Works Co. (3 additional)
301 Ridge Arcade.

Unity School of Christianity (Firm)
917 Tracy Avenue.

Unique Tailors (Firm)
620 Gumbel Building.

V.

Vandaveer, L. A.
Aberdeen Hotel, 514 East 9th Street.

Van Noy Interstate Co. (2 additional)
Coca Cola Building.

Vincent, J. E.
J. E. Vincent Co., 1325 Main Street.

W.

Waggener, Robert H., Cleaning & Dyeing
1111 East 31st Street.

Wald, G. A.
The South West News Co., 313-323 East 16th.

Wales Visible Adding Machine Co. (Firm)
1120 Walnut Street.

Wall, S.
U. S. Tailoring Co., 800 Main Street.

Wallace, James B., Fire Insurance
405 Grand Avenue Temple.

Wallis, W. C.
L. B. Price Mercantile Co., 408 E. 14th St.

Waltner, W. R., Attorney
504 Ridge Arcade.

Walton, Harry C., Jr., General Fire Ext. Co.
1106 Commerce Building.

Ward, J. F., Hardware
3035 Main Street.

Waring, Dr. A. B., Dentist
524 Shukert Building.

Warner, Frank R.
Frankel Frank & Co., 1000 Broadway.

Warner, J. O., Indiana Truck
4203 Holmes Street.

Warren, F. E., Geo. A. Fuller Co.
418 Dwight Building.

Wastel, Henry, Cigars
219 East 15th Street.

Watson, Gage & Watson (1 additional)
1104 Grand Avenue Temple.

Watson, Rollie
Southwestern Agency, 425 Railway Exchange.

Watts, John W.
United Life & Accident Co., 2nd Fl. Westover Building.

Waverly Coal Co. (Firm)
432-38 Rialto Building.

Weaver, C. E.
Security Panel & Door Co., 1713 Main St.

Weaver, Geo. B.
American Cast Iron Pipe Co., 716 Scarrit Bldg

Weimer, W. G., Oil
319-20 Commerce Building.

Werner, Gus F., Sheet Metal
3125 Main Street.

Westenhaver, Dr. Earl H., Dentist
816 Lathrop Building.

Westport Avenue Bank (Firm)
212 Westport Avenue.

Wheat, Dr. S. C., Orthodontist
1207 Rialto Building.

Wheatley Bros. Machine Shop, (Personal increased to Firm)
1906 Wyandotte Street.

Wheeler, Frank A.
Elgin-Master Auto & Truck Co., 1704 Grand.

(Continued next week.)

Traffic and Transportation

DIFFERENCE IN WEIGHT OBVIOUS ERROR.

A difference in weight of a shipment is an obvious error subject to correction before payment of freight charges, under general order 25 requiring prompt payment of freight charges, and not necessarily a matter for adjustment through claim channels later. This is the position taken by Max Thelen, Director of Public Service, on a recent instance brought to his attention by a Kansas City shipper.

When shipper returns a freight bill with a certificate showing difference in weight, the carrier then should institute investigation through the Western Weighing and Inspection Bureau to ascertain correct weight before making collection.

TO ACCEPT FREIGHT DAILY.

The Railroad Administration has placed telegraphic instructions to carriers to receive freight daily, regardless of the Sailing Day Plan. This information was received last Thursday by telegraph from the transportation commissioner who is in Washington conferring with the officials of the Railroad Administration on the Sailing Day Plan and other matters. At the time the Kansas Citian goes to press it is impossible to say when the change will be effective, but Chamber members will be promptly notified by circular.

SAILING DAY CHANGE TO M. K. & T. POINTS.

On account of changes in train schedules on the M. K. & T. the following changes in the Sailing Day Schedule were made, effective April 9:

	Former Schedule	Changed Schedule
Ladore, Kansas	W W F	T T H S
Galesburg, Kansas	M W F	T T H S
Urbana, Kansas	M W F	T T H S
Petrolia, Kansas	M W F	T T H S
Richey, Kansas	M W F	T T H S
Burlington, Kansas	M W F	T T H S
Strawn, Kansas	T T H S	M W S
Hartford, Kansas	T T H S	M W S
Wyckoff, Kansas	T T H S	M W S
Downing, Kansas	T T H S	M W S
Sylvan Park, Kansas	T T H S	M W S
Skiddy, Kansas	T T H S	M W S

Not at Present Shown in Schedule.

Americus, Kansas	D	M W S
Bristol, Kansas	D	T T H S
Council Grove, Kansas	D	M W S
Parkerville, Kansas	D	M W S
Wreford, Kansas	D	M W S
M W F	Monday, Wednesday, Friday	
T T H S	Tuesday, Thursday, Saturday	
M W S	Monday, Wednesday, Saturday	
D	Daily	

(Continued on Page 293.)

**Let's finish the job.
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Desks and Chairs**
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**If You Buy ROWLEY COPPER
MINES SHARES NOW at 15c
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HANDSOME RETURNS.**

Write or Phone for
Latest Information

**HERMAN SCHMELZER
INVESTMENT CO.**

609 Victor Building, Kansas City, Mo.

TRAFFIC DEPARTMENT.

(Continued from Page 292.)

STEAMSHIP LINE TO
SOUTH AMERICA.

The Houston, Texas, interests, are working for the establishment of a new steamship line from Houston to Colon, to Panama (through canal), to Punta Arenas (Costa Rica), to San Juan del Sur (Nicaragua), to Amapala (Honduras), and return by the same ports.

At Colon the line will connect with vessels for the east and north coasts of South and Central America, and at Panama direct connections will be made with steamship lines for the west coast of Central and South America.

J. A. Morgan, Manager Traffic Department of the Houston Chamber of Commerce, has written the Chamber to secure names of shippers who may be prospective patrons of the line. The Chamber will be glad to hear from such interested firms.

MATTERS BEFORE DISTRICT COMMITTEES.
Kansas City Committee.

Docket 619—Proposed to cancel any rule now in effect permitting the free storage of wool upon right of way or in warehouses or on platforms of lines under Federal Control. (Apr. 14.)

Docket 619—Proposed to establish commodity rate 22½c per 100 lbs. on strawboard, chipboard or pulpboard boxes or cartons, K. D. plain or corrugated, C. L. from Kansas City to Council Bluffs, Ia., and Omaha, Neb. (Apr. 18.)

Docket 623—Proposed to add pancake flour at same rates as apply on other flour, item 545-A, Trans. Cont. tariff 4-O applying to North Pacific Coast points. (Apr. 18.)

Docket 636—Proposed to establish on wire rods, C. L. from St. Louis (when originating at points east of the Indiana-Illinois State line) to Kansas City rate 12½c per 100 lbs. in lieu of present rate, 25c. (Apr. 23.)

Docket 639—Proposed revision of rates on sewer segment blocks, C. L. from Kansas City, Deepwater, Mo., and other producing points to A. T. & S. F. points in New Mexico. (Apr. 23.)

Docket 640—Proposed to establish rate of 22c per 100 lbs. on drain tile, C. L. from Kansas City, Mo.-Kansas, and Pittsburg, Kans., to Logan and Sterling, Colo. (Apr. 23.)

St. Louis Committee.

Docket 629—Proposed to establish on charcoal, C. L. minimum weight 30000 lbs. from Etterville, Eugene, Henley, Smith Spur, Allen Spur and Argyle, Mo., to Kansas City rate of 13½c per 100 lbs. in lieu of present rate, 11½c. Similar changes to other points. (Apr. 14.)

Docket 634—Proposed to add valleys, iron or steel, C. L. to items naming rates on iron or steel roofing from interstate points to points in Arkansas and Oklahoma. (Apr. 15.)

Docket 644—Proposed to cancel item 460, K. C. S. classification 11-I, which provides for a charge of 4c per 100 lbs. minimum \$4.00 per car, for movement of L. C. L. freight to and from industries located within switching limits, which originates at or is destined to points outside switching limits; leaving in effect no so-called "trap or ferry car charge." (Apr. 15.)

Docket 646—Proposed general revision of descriptions on cereal products and preparations between St. Louis and points in Arkansas, Missouri and Oklahoma. (April 15.)

Denver Committee.

Docket A-730—Proposed to establish commodity rate of 28c per 100 lbs. on dried blood and packing house tankage, C. L. minimum weight 40000 lbs. from Missouri River to Colorado common points. (April 8.)

San Francisco Committee.

Docket 1226—Proposed to cancel present commodity rate 47c per 100 lbs. on old tin cans from Kansas City and other Missouri River points to Bisbee, Ariz., and Cananea, Mexico. Claimed no movement. (April 17.)

Rates Authorized.

Rate Advice 952—Authorizes revision of rates on crude gypsum or gypsum rock, C. L. to basis 25 per cent higher than commodity rates in effect May 25, 1918, but not higher than commodity rates on plaster, C. L. supplement No. 1, suspends this authority until further information is given.

Rate Advice 1934—Authorizes rate 39½c per 100 lbs. on petroleum fuel oil, C. L. from Casper, Wyo., to Sugar Creek, Mo., and Kansas City.

Rate Advice 2059—Authorizes rate of 21½c per 100 lbs. on sulphuric acid, C. L. Kansas City to Potwin, Kans.

Pot Rate Advice 2157—Authorizes rate of \$2.00 per gross ton on mill cinder and mill scale, C. L. from Kansas City to Midco, Mo., similar rates from St. Louis and other points.

Perishable Freight.

General Order 34-A has been superceded by General Order 34-B, and the change is made that effort will be made to notify consignor, as well as the consignee, when carrier finds it necessary to sell perishable freight.

The order as a whole provides regulations for notification on refused or unclaimed freight, and sale thereof.

(Continued on Page 294.)

W. H. Hendricks, Pres. L. E. Best, V.-P.
Carl E. Best, Sec'y-Treas.

ALLEN STAMP, SEAL & MFG. CO.

Rubber Stamps, Seals, Stencils

Baggage, Key and Metal Trade Checks,
Brass and Steel Dies, Badges, Etc.Stock Certificates and Corpora-
tion Supplies.

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Electrical Repairs for
Everything Electrical

Skylark Gasoline

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EDW. W. SIMON CO.

Direct Distributors

"PANAMA"

CARBON PAPERS-INKED RIBBONS

1035 Wyandotte St.

TRAFFIC DEPARTMENT.

(Continued from Page 293.)

MERCHANDISE SERVICE.

Merchandise service from Kansas City to Frisco and M. K. & T. points, during the month of March showed material improvement. This was developed by a check made under the direction of F. M. Lucore, chairman L. C. L. Freight Committee, Southwestern Region, following complaints of the Chamber. A similar check will shortly be forthcoming for the Missouri Pacific.

In a recent letter R. R. Mitchell, chairman of the Kansas City L. C. L. Committee, gives assurance that he and Mr. Lucore will do every-

thing possible to improve outbound merchandise service to Southwestern territory so as to give Kansas City the service to which it is entitled.

R.W. Hodge Electric Co.

Both Phones 113 M.

806 Delaware

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Wiring for Lighting and Repair

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DENTON ENGINEERING AND CONSTRUCTION CO.

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A Shop Equipped to Repair Any Kind of Electrical Machinery.

Merchandise Warehousing and Distributing

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W. A. SAMMIS, SecretaryBranch House for Factories
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FACTORY

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Clagett Storage & Transfer Co.

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WHOLESALE

SOUTHWEST



RETAILER

CUSTOMERS



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WE WILL PAY YOU \$50.00 A WEEK

during any period you are kept away from
business, either from accident or illness,

and from \$5,000 to \$12,000 in case of Accidental Death

The Business Men's Accident Association

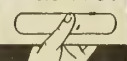
W. T. GRANT, Secretary

Gumble Building

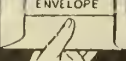
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Need Envelopes? PHONE Berkowitz

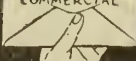
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We issue Surety Bonds covering payment of Floor Tax under new Federal Revenue Act. Bonds issued at this office. Immediate attention given. Write us or call us on phone.

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Baker's De Luxe Awnings

are Durable and Attractive

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(Both Phones)

for

Samples and Estimates

BAKER & LOCKWOOD

Seventh and Wyandotte

The Opening Gun

in the

Victory Liberty Loan Campaign

will be fired by

Chairman J. W. Perry

of the Kansas City Committee at the

Bi-Weekly Luncheon

Wednesday, April 16, 1919, 12:15 o'clock

Francis I Room, Hotel Baltimore

Mr. Perry will be accompanied by the men who are to put the "Vth" big Government Loan across in Kansas City.



It's every man's job. *Come!*

B. A. PARSONS,
President.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF

KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 16

KANSAS CITY, TUESDAY, APRIL 22, 1919

In this Issue

Chamber Soldier Employme
Bureau Successful

Active State Legislative Market

New Y. M. D. Executives

Starts Victory Loan Drive

National Chamber of Commerce
Delegates Named

AGRICULTURE

CITIES DO NOT GROW⁶ THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE.....50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

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MOTHER'S DAY.

The second Sunday in May, the eleventh, will be Mother's Day according to advice just received from the Mother's Day International Association, Inc. With the notice comes the request that no organization or person be permitted to use Mother's Day for the solicitation of public funds, sales of flowers, souvenirs, etc. The promoters of Mother's Day claim to have been much annoyed by those who would use the popularity of Mother's Day for the promotion of their various interests.

TO TEAR DOWN

ELEVATED STREET RAILWAY.

The Kansas City Railways Company has been authorized to tear down its elevated structure in the West Bottoms by the terms of an ordinance passed by the City Council, April 14. Unless some development occurs to prevent it the structure will be taken down and part of the cars run on the surface and others diverted to the Inter-City Viaduct.

The Inter-City Committee of the Chamber of Commerce recommended that before action was taken authorizing the company to tear down the structure an engineer's report be secured as to the safety in its present condition. If unsafe, the committee recommended that it be rebuilt at once. The ordinance provides that the company may tear it down at once and shall rebuild it when directed to do so by the city directors of the company and the city council.

Unless there are difficulties with the Kansas City, Kas., commissioners over the use of the Inter-City viaduct, the street car company will now begin using this. It has maintained that its acceptance of the contract for the use of the Inter-City viaduct for a rental of \$60,000 a year was contingent on its having permission to tear down the elevated railroad.

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"Victory Special"

WHEN the "Victory Special" pulls out of Kansas City at midnight May 4, every man on the train except members of the crew will be a member of the organization. This insures a standard, and means a great deal to the enterprise.

Another fundamental of Kansas City's trade extension trips is the unwritten law, the general understanding, that the visit to be made by the Kansas City business men to their friends and customers will be of a social nature. No orders will be solicited. The party will be out to meet their old friends and make new ones for Kansas City, the Market of the Southwest.

By such a combination of principles, the "Victory Special" delegation cannot fail to impress those they call upon in a favorable way. It has been made clear to the towns to be visited that the trip is not a selfish undertaking, entirely for Kansas City, but is for the great Southwest of which Kansas City is a part. It is a mutual proposition all the way through, the business men of Kansas City taking the initiative in returning the calls that the customers in the territory have been making for many years to this market, and calling upon them in their own places of business.

ENDORSE POPULAR CONCERTS.

The board of directors at its meeting last week put the official seal of approval of the Chamber of Commerce on the Popular Concert Association of which Mr. W. S. Dickey is president and Mr. M. J. Ostergard, secretary. This is the organization that puts on the very popular concerts Sunday afternoons in Convention Hall.

Members are asked to make note of the newspaper announcements of these concerts and promote this elevating feature of Kansas City life in every possible way. The continuance of these concerts and their success rests with such people as constitute the membership of the chamber in making the concerts known to their employees.

**ANNUAL NATIONAL
CHAMBER MEETING.**

According to a preliminary outline for the Seventh Annual Meeting of the Chamber of Commerce of the United States, to be held at St. Louis, April 29-May 1, American business is preparing to offer constructive suggestions with respect to future relations between government and business.

Having the advantage of experience gained during the war and during the five months' period of industrial readjustment, business men now are in position to give advice from their point of view on some of the important questions that are agitating the country. The meeting coming as it does on the eve of an extraordinary session of Congress, furnishes an opportunity for obtaining a composite opinion from the business world on many things that Congress will take up. It is likely that the meeting will express views not only as to policies and principles, but will advance detailed suggestions for carrying them out.

Subjects for discussion and action at St. Louis include the disposition and operation of the country's railroads and merchant marines; proposed revision of anti-trust legislation; the future of public utilities; foreign relations and foreign trade; agriculture; industrial production; domestic distribution; waterways and highways; industrial relations; international commercial arbitration, finance and Victory Loan.

The best speakers in the country will be at St. Louis and will include such men as Carter Glass, secretary of the treasury; William C. Redfield, secretary of commerce; Edwin N. Hurley, chairman of the shipping board; Walker D. Hines, director of railroad transportation, and many others.

BILL LICENSING**COMMISSION DEALERS ENGROSSED.**

The House engrossed H. B. No. 891 providing for the licensing of Commission dealers in all farm products on April third. The Legislative Committee of the Chamber of Commerce had recommended certain amendments which were incorporated into the bill before engrossment. Some features of the bill that are objectionable to the produce dealers were not changed, although Mr. H. R. Lebrecht, Attorney for the Produce Exchange, was at Jefferson City endeavoring to have them removed. The measure must now go to the Senate for hearing and passage before it can become a law.

ORGANIZED PUBLIC OPINION ACHIEVES A VICTORY.

The action of the City Council on April 14, in confirming the contract for the construction of the Twenty-third Street Viaduct is a distinct and important accomplishment of the Inter-City Committee of the Chamber of Commerce of the two Kansas Cities. On the 24th of March the contract which has been let by the board of public works to A. S. Hecker and Company of Cleveland, for the construction of this viaduct was refused confirmation by the city council. Because of the imperative need for the viaduct and because there seemed to be no reason why the contract should not be confirmed, the Inter-City Committee immediately came together.

After considering the matter thoroughly at several meetings, they recommended to the board of directors that it go on record favoring the letting of bids to the lowest and best bidder as required by charter, and urging that the contract as awarded be confirmed. This the board did.

The Inter-City Committee then carried its recommendation to the club presidents' round table asking that it help to get public sentiment sufficiently aroused so that the council would reconsider its action. The Round Table immediately endorsed this proposal and each member made special effort to have a delegation at the meeting of the city council. As a result over 150 business men appeared before the council on March 31. The Lower House spent the evening discussing the contract and then referred it to the conference committee. This committee held hearings and recommended that the contract be confirmed with two amendments, one fixing a maximum price of \$750,000 and the other requiring the contractor to put up \$50,000 in bonds as a guarantee that the cost would not exceed this price. As amended, the council passed the contract April 14.

This gives an excellent example of what organized public opinion can do and is an accomplishment that entirely justifies the formation of the Inter-City Committee early this year.

The members of the committee which is responsible for this important result are: Fred C. Sharon, chairman; W. L. Eastlake, Howard A. Fitch, W. T. Kemper, Walter M. Jaccard, George B. Logan, Leon Smith, and R. P. Woods of the Chamber of Commerce of Kansas City, Missouri, and C. L. Brokaw, N. N. Dalton, E. S. McAnany, R. K. Stiles, and Lee Vaughan of the Kansas City, Kansas, Chamber of Commerce.

INVENTIONS COMMITTEE ALWAYS BUSY.

There is one committee in the Industrial Department which seemingly is always busy. That is the Inventions Committee. During the first half of the present fiscal year this committee has held ten meetings, the largest number of any single committee, and the attendance at these meetings has averaged 65 per cent. There are ten men on the committee and at two meetings the attendance was 100 per cent.

The purpose of this committee is to look into the merits of new inventions from the mechanical or electrical standpoint, determining whether or not any proposition is properly designed and will do the work for which intended. This requires considerable study in many cases. It also requires investigation on the outside, of other similar articles. It means that in many cases members of the committee have been willing to ask some of their own employes, generally salesmen or engineers, to give the committee the benefit of their knowledge and experience.

To date, fifty-two separate propositions have been before the committee. These cover a variety of subjects and include such things as new design rear axle and bearings for automobiles, steam radiator, automobile truck, candy wrapping machine, alarm clock savings bank, fireless incubator, tractor, tire re-treading machine and tire re-tread and a sidewalk light. This is an average of the variety of subjects to be expected at any meeting of the committee.

The committee is entitled to much credit for the care and consideration that it gives to these many propositions and the time that it has spent in making careful investigations. It is only when a proposition is found to be 100 per cent good that it is referred to the Industrial Committee.

The Inventions Committee is composed of Messrs. C. A. Burton, chairman; C. L. Cookson, vice-chairman; A. E. Bettis, Arthur C. Brown, H. D. Jett, A. A. Kramer, Frank S. Rea, W. J. Squire, Roy Cross and Erb C. Kreider.

COAL OPERATORS WILL MEET.

The Annual Convention of the South-western Interstate Coal Operators' Association will meet in Kansas City June 10. The meeting will be held in the Association rooms, 519 Keith & Perry Building. Usually something like a hundred to a hundred and twenty-five delegates attend.

*Let's finish the job.
Buy Victory Loan Bonds.*

MORE NEW MEMBERS.

Every month sees a fine lot of new names added to the membership roster, the work of the membership committee under the leadership of Chairman Ed S. North. Here is the list for March.

Ayres, S. Bryson. (Seeds)

503 Walnut Street

Badger, C. H.

Chas. M. Stebbins Picture Supply Co., 1023 Main Street.

Balch, Wm. S., Secretary

Southwestern Appraisal Co., 224 Argyle Bldg.

Brown, Jr., Marcy K., Attorney

920-2 New York Life Building.

Butler's Grocery Company (Firm)

537-539 Main Street.

Campbell, D. D. S., Dayton D., Prosthetist

729 Shukert Building.

Chapman, H. N., Autograph Letter Service

315-16 Finance Building.

Corrugated Bar Company (Firm)

1505 Waldheim Building.

Craig, J. H.

The Victor L. Phillips Co., 700 Delaware Street.

Diamond Gasoline Company (Firm)

701 Orear Leslie Building.

Electric Stove Co. (Personal changed to firm)

1115 McGee Street.

Gibbs, Chas. W., Secretary

W. P. Seawell Lumber Co., 1319 R. A. Long Building.

Huegel, Louis J., Manager

Hotel Dixon, 12th and Baltimore.

Kansas City Smelting Company (Firm)

503-5-7 Southwest Boulevard.

Kurtz, A. H.

Gregg Pump Co., 1322 McGee Street.

Masden, Frank D.

Travelers Insurance Co., 1207 Waldheim Bldg.

McAuley, W. T.

A. B. C. Electric Co., 112 E. 13th Street.

Morrison, Jr., Farm Co., A. (Firm)

3105 Gillham Road.

National City Bank (2 additional)

914 Walnut Street.

Noyes-Killy Motor Company (Firm)

1721 McGee Street.

Peltzer, H. J.

Packard K. C. Motor Car Co., 2201 McGee St.

Physicians Supply Company (1 additional)

1005 Grand Avenue.

Rahe's Auto Tractor School (1 additional)

(Garage) N. E. Cor. 11th and Locust.

Redheffer Envelope Company (Firm)

314-316 East 8th Street.

Rhoads, E. S., President

Federal Sash & Door Co., 1724 Wabash Ave.

Rowland, R. S.

Oklahoma Oil & Refining Co., 1017 Commerce Building.

Studebaker-Riley Company (Firm)

2029 Grand Avenue.

Tri-State Motor Company (Firm)

1708 Grand Avenue.

Weis, Fred G.

Loew's Empress, 12th and McGee Streets.

Western Paving Brick Manufacturers Association (Personal increased to firm)

317 Dwight Building.

Westfall, Irwin (Autograph Registers)

400 Hall Building.

Western States Portland Cement Co., The (Firm)

506 R. A. Long Building.

Westgate Tire & Rubber Company (Firm)

1517 Grand Avenue.

"VICTORY SPECIAL" NOTES.

When the Trade Extension Executive Committee met last week Chairman Don Ricksecker of the ticket sales committee reported 100 having remitted their \$150 for their tickets, a record that no previous trade extension committee can show so far in advance of the date of the trip.

In order to accommodate the greater number than was originally anticipated an additional 16-section Pullman has been ordered, making a train of thirteen cars.

If any trade tripper wants to be located in any particular car or wants to be with any particular person, he must make known to Mr. Clendening not later than Wednesday noon, April 30, as Pullman assignments will be made on that date.

On Saturday of this week, April 26, every member of the trade extension delegation will be sent a "log" book with a lot of general information and a page devoted to each town to be visited, and providing space for lists of customers, etc., in each town. While the covers are furnished by the Irving-Pitt Manufacturing Company with their compliments, the inside material will be with the compliments of the Bishop Press.

The "log" book in each man's possession will be a veritable directory. Each page will show hours of arrival at and departure from each station, population and number of school children. The latter is for the benefit of those who have something to give out to the children and that they may gauge their supply for each town in proper proportion.

In a circular of instructions being gotten up for the trade trippers, each one is called to take upon himself the obligation to contribute his full share towards the success of the trip to make it a record breaker.

A "parade" will be put on at each town, as it is no more trouble to parade up town than it is to straggle; and to make the best showing the party will be lined up two abreast, ten feet apart in the column and with the columns spread out the width of the street.

Every one is expected to get off the train at every town whether interested in it particularly or not as the party is going out to create a favorable impression for Kansas City, the "Market of the Southwest."

The "Victory Special" will be set on Track No. 27 in the Union Station at 9:30 o'clock the evening of Sunday, May 4. Visitors will be welcome to go through it and see the layout, including the two fine Harvey System dining cars that will be lighted and completely set up for this inspection.

ALL WESTERN STATES BOOSTING GOOD ROADS.

The Markets, Transportation and Good Roads Committee at its last regular weekly meeting declared the proposed \$60,000,000 bond issue providing for a state system of highways in Missouri, to be legislation of the most constructive and progressive character.

A careful study was made of the road development programs adopted by all of the states west of the Mississippi river and the amount of money to be expended by each. The following tabulation shows that Missouri is not alone in its effort toward better roads:

Nebraska—\$9,000,000 Federal and State appropriation.

Iowa—Pending \$10,000,000 Automobile Assessment.

Kansas—Pending Constitutional amendment to grant state aid.

Colorado—\$10,000,000 bond issue.

Wyoming—\$6,500,000 bond issue.

New Mexico—\$9,000,000 Federal and State appropriation.

Oklahoma—Pending \$70,000,000 bond issue.

Utah—\$4,000,000 bond issue.

Texas—\$75,000,000 bond issue.

Arizona—\$2,450,000 Federal and State appropriation.

Arkansas—Appropriation and bond issue, amount not stated.

Nevada—\$7,000,000 appropriation.

Idaho—\$3,000,000 appropriation.

California—Pending \$40,000,000 bond issue.

Washington—\$10,000,000 appropriation.

Montana—\$15,000,000 bond issue.

Oregon—\$13,500,000 appropriation.

South Dakota—\$11,000,000 Federal and State appropriation.

North Dakota—\$6,000,000 Federal and State appropriation.

Minnesota—Bond issue, amount not stated.

The Chamber of Commerce directors have indorsed Missouri's \$60,000,000 bond issue to be voted on at the next general election.

WATER WORKS ENGINEERS

The Kansas City committee on arrangement for the forthcoming Convention of the Southwest Water Works Association to be held in this city June 23 to 26 in the Coates House, is working in conjunction with the manager of the Convention Bureau of the Chamber to perfect plans for this important convention.

R. E. McDonnell, of Burns & McDonnell,

AN ACT

RELATING TO MORTGAGES.

The above is the title of Senate Bill 773, introduced March 27 and now in the hands of the Judiciary Committee, apparently an innocent bill as far as the title goes, but upon reading the text of the bill one discovers a most radical change in the existing law. If this bill becomes a law it will cripple the mortgage loan business to such an extent as to practically put it out of business. Frequently at the close of the session of the Legislature a bill of this sort creeps in unnoticed and gets by merely because people do not understand what is contained in the bill.

This bill endeavors to amend the existing law relating to the foreclosure by advertisement and sale of deeds of trust and mortgages upon real estate.

The present law requires merely a twenty day publication in a newspaper of the time and place of the sale. This bill provides that in addition thereto the holder of note must ascertain the names of the record holder of all subsequent deeds of trust and judgment of the record in the circuit court in which the real estate is cited and must file a written notice under oath with the recorder of deeds of the county, reciting the name in the newspaper in which the notice of foreclosure is to be published, which notice must be filed at least ten days before the date of the first insertion of publication, and he must further show that written notice of the advertisement has been mailed to the last known address of the record owner, holder, or beneficiary of said subsequent lien or liens. Unless these provisions of the sale are strictly carried out, any sale is declared to be null and void.

This makes the foreclosure of the first deed of trust as difficult as the establishment of a mechanics lien. The bill must have been devised by some lawyer who sought to render foreclosure by advertisement and sale difficult in order that foreclosures hereafter would only be made by suing in the circuit court.

PIERRE R. PORTER.

Engineers, is chairman of the local committee. The convention will bring about 250 men interested in water works construction, improved engineering projects, irrigation, etc. This convention was secured for Kansas City through the efforts of Mr. McDonnell and the Convention Bureau.

ILLINOIS COAL CASE EXPLAINED.

The article that appeared in the Kansas City Star of April 13, headed "Get Kansas to Protest—Form Letters Object to C. of C. Here Fighting Coal Rate Hike," is responsible for this item. It is true that members of the Chamber of Commerce are receiving letters from their business connections in the Kansas mining district. These bear a great similarity. Every one is being accorded a full reply, explaining the position and action of the Chamber of Commerce.

In a nut shell here is the situation for those who may be unfamiliar with it: On February 15, the Traffic Department learned that the Chicago & Alton Railroad had filed with the Interstate Commerce Commission a tariff through which it was proposed to increase the rate on screenings from Springfield, Ill., mines from \$1.70 to \$1.80 per ton. This rate was to become effective within three days. On account of the extremely short notice and the fact that no advance information had been given to shippers through the Traffic Committees of the United States Railroad Administration, Vice-President C. W. Lonsdale, acting with the authority he holds in such matters, wired the railroad administration at Washington, protesting against the advanced rate going into effect without giving those interested and affected an opportunity to be heard. This the board of directors approved at their first meeting.

The railroad administration held up the tariff and immediately referred the matter to the Kansas City District Freight Traffic Committee with instructions to hold a public hearing.

In the meantime the Industrial Department took cognizance of the proposed increase and on analyzing its probable effect on the industries in Kansas City found that it would impose an additional burden on them of some \$275,000 annually.

When it was announced by the District Traffic Committee that a hearing would be held March 28, local industries signed a petition protesting against the increase and asked that the chamber file it at the hearing. In the meantime, however, the board of directors was holding its regular meetings and at the request of the Kansas-Missouri operators' representatives in Kansas City, a hearing was accorded them. Their arguments in favor of allowing the advanced rate to go into effect were heard, they contending that Illinois rates should be advanced not only 10c but ultimately a greater amount. The board took no action on the

MISSOURI RIVER IMPROVEMENT.

A renewed interest in the Missouri River as an artery of transportation was awakened at a conference meeting of large shippers held at the Baltimore Hotel, April 15. The conference was held to discuss resolutions which were to be presented at the second annual convention of the Mississippi Valley Waterway Association at St. Louis, last week. Mr. Walter S. Dickey presented some interesting statistics pertaining to the river to make it safe for navigation.

Kansas City was represented at the St. Louis meeting by the following members of the Board of Trade:

T. J. Broadnax,	Wyan Nelson,
C. K. Davis,	B. L. Hargis,
R. T. Morrison,	W. B. Lincoln.
W. G. Dilts,	

The Chamber of Commerce delegates were:

Judge W. T. Bland,	W. B. Richards,
O. V. Wilson,	J. C. Lester,
R. M. Hockaday,	E. M. Clendenning.

It was the purpose of this convention to advocate something practical, and Congress will be asked to make a large appropriation in a lump sum, for the improvement of the Mississippi, Missouri, Ohio and Black Warrior rivers.

ex parte showing, but adjourned for several days to give the local industries a chance to be heard. They appeared before the board on March 27, the day before the board and presented their side so convincingly that the board approved of the position taken by the Industrial Committee, adversely to the proposed increase.

Summarized, the situation is that The Chamber of Commerce of Kansas City, representing the interests of the whole community, opposed an increase in the rate on a commodity essential to the industrial welfare of the city after hearing all interested parties who cared to appear before the Board.

The letters coming from Southeastern Kansas are written seemingly under a misapprehension of the facts and with the idea that The Chamber of Commerce went out of its way to discriminate against that section. This is not so. The Illinois rate was dealt with on its merits and as it affects Kansas City. At the District Committee's public hearing the members of that committee saw fit to limit the presentations made to the technical phases of the rate relationship, and on that their recommendation to the Railroad Administration was against the 10c advance.

"Let's Finish the Job" Luncheon

WITH two speakers, both efficient, energetic, and well endowed with the spirit of modern patriotism, as exemplified by deeds and not words, both men introduced by a splendid executive business man whose office as President of The Chamber of Commerce is indicative of his business standing in the community, together with the launch of the final Liberty Loan drive, marked the Wednesday noon Chamber of Commerce luncheon at the Hotel Baltimore, April 16, as a noteworthy event.

President Parsons, in introducing the first speaker, Col. J. F. Binnie, said that Kansas City had a right to be proud of the men who organized Base Hospital No. 28 and placed it, from its incipency, at the top of similar U. S. hospital service units until he was selected by General Pershing to a higher position at the front. Col. Binnie, however, declined to discuss the record of Base Hospital No. 28, saying that the officers and that corps would soon be in Kansas City to tell their own story of accomplishments performed. The methods of handling wounded and disabled soldiers from the time they were in need of medical and surgical attendance, from the base hospital clear through to the return of the soldier boys to the Reconstruction Hospitals in the United States, was effectively set forth by Col. Binnie. The method of treatment of the wounded, gassed and shell shocked was simply applied with highest efficiency under destructive surroundings. The first object was to give immediate aid to wounded by the use of simple splints, restoratives, and bandages, so that the wounded men could be removed to hospitals immediately back of the field and front line of battle. It was necessary to empty the evacuation hospitals as fast as possible and the patients were then removed to the base hospital.

The Red Cross was a valuable aid to the hospital service and every soldier testified to the wonderful work they did. They were so well equipped that you could apply to them for almost anything and you would get it. The Red Cross has been charged with extravagance because they carried in their supply department so many articles, some of which were not needed regularly, but they were at hand when urgently needed.

It will take months and many years to rehabilitate our wounded soldiers. The Government proposes to do it—and do it well.

Kansas City should help in this work by employing re-made soldiers and sailors in some light factory work suitable to their experience and education.

Mr. J. W. Perry, a successful director of two late Liberty Loan drives of Kansas City, was introduced by President Parsons, and said that Kansas City was now on its last campaign to sell government bonds and it was hoped that the eighteen million dollar quota assigned to Kansas City would be all subscribed for.

Mr. Perry threw the wrath of justice and patriotism into the hearts of those present in the most patriotic appeal yet heard in any campaign. The Chamber of Commerce has endorsed and assisted in putting over.

In taking the chairmanship of the Liberty Loan Campaign Committee once more, Mr. Perry said that he felt that Kansas City business men had been back of him in the previous drives, and would back him still more in this new job, the slogan of which is "Let's Finish the Job." The war is not over, say what you please. Peace has not been declared, and there are one million four hundred thousand American soldier boys in service in Europe and America. They must be paid \$35 a month when abroad and \$30 while in this country. This was a government contract, and all obligations must be met. In addition, the Government made contracts for supplies during the war, and for supplies and materials to help end the war. The four and one-half billion dollars helped to put the United States on a paid-up basis, and let the banks and business interests, even the Government itself, go back to normal industrial trade conditions.

Any man, or any firm of this community, who does not stand up for this just debt of honor, and assist in its payment, could not be a consistently good citizen, and Kansas City could not be proud of them. It is the celebration of victory and the return to this country of soldier boy citizens, at least those who have been spared, and Mr. Perry earnestly pleaded for the support and co-operation of all members of The Chamber of Commerce to make a success of this drive. There were no politics in this campaign, and none should be introduced. The bond buyers of this Victory Loan are going to be better treated than in any other loan campaign in the United States. There will be no failure in this drive, and it is only a matter of getting together, and perfect belief of the success of going "Over the Top" of this Victory Drive.

APPOINTEE DELEGATES TO NATIONAL CHAMBER.

The board of directors has appointed the following ten members to represent the Chamber of Commerce at the Seventh annual Meeting of the Chamber of Commerce of the United States of America, to be held at St. Louis, April 29 May 1.

Charles S. Keith, President Central Coal and Coke Company;

W. S. Dickey, President W. S. Dickey Clay Manufacturing Company;

W. S. McLucas, President Commerce Trust Company;

Frank L. Severance, Irving-Pitt Manufacturing Company;

W. S. Dickason, Dickason-Goodman Lumber Company;

F. L. Williamson, Dewey Portland Cement Company;

George S. Carkener, Goffee & Carkener;

H. A. Fitch, Kansas City Structural Steel Company;

Charles S. Stewart, Meinrath Brokerage Company;

J. M. Guild, National Councillor.

All of these have declared they will attend. In addition to them the following three members will be there and have been appointed substitute delegates:

J. B. White, Missouri Lumber and Land Exchange;

T. P. Bryan, Gray-Bryan-Sweeney Coal Company;

E. L. Brundrett, President Kansas City Gas Company;

Chas. E. McCoy, Superintendent of Merchandise, Montgomery Ward & Company.

This will insure splendid Kansas City representation at what is expected to be the most important and vital meeting of American business men ever held. Already a much larger attendance is expected and more interest shown than in connection with the big war convention, held at Atlantic City last December.

INDUSTRIAL OPPORTUNITIES.

Mr. Harry L. Lewenberg, 27 School Street, Boston, sales representative, desires to make connection with local manufacturers to handle their products in eastern territory.

"OUR EDDIE."

Major Edward V. Rickenbacher, the American Ace of Aces, will tell about his great air battles at the front in Europe at Convention Hall, Wednesday evening, May 14th.

WHAT NATIONAL CHAMBER WILL CONSIDER.

At the Seventh Annual Meeting of the Chamber of Commerce of the United States, to be held in St. Louis April 29-May 1, will be taken up for consideration the following questions submitted by organization members. These are in addition to the set program:

The Merchants' Association of New York proposes a request that the Federal Trade Commission return to its earlier point of view and offers resolutions to that end.

The Philadelphia Board of Trade requests that provision should be made for the Government to pay interest when it delays payment on contracts and offers resolutions.

The Providence Chamber of Commerce submits resolutions protesting against Government operation of long distance telephone toll lines and against increased rates.

The Association of Commerce of Madison, Wis., asks consideration of plans for permanent mobilization of industrial and agricultural resources.

The Associated General Contractors of America ask that a plan to establish sound industrial relations be prepared to that end submit resolutions.

The Philadelphia Bourse offers resolutions advocating a merchant marine under the United States flag, privately owned and operated, on the grounds that Government operation would eventually put an end to all private ownership and operations of vessels under the American flag.

The Philadelphia Bourse also asks consideration of a resolution urging upon Congress a comprehensive system of waterways improvement and water transportation.

NATIONAL JEWELER ADVERTISES K. C.

The March issue of the National Jeweler, one of the standard trades publications, utilizes eleven pages of its valuable space in a write-up on Kansas City. This interesting article is headed:

"Kansas City: Great Western Trade Capital. From Frontier Outpost, in Life-Time Span, City has Grown to a Great Commercial and Industrial Center."

There are twenty cuts, illustrating this article, among them being a two-page panoramic view of business blocks and towering office buildings, Union Depot, Post Office, Customs House, Board of Trade, Dear-dorf Building, stock yards scene, and the Waldheim Building. These, with four or five views of boulevards and park drives, made an article that will be of great value to Kansas City.



THE NEW Y. M. D. EXECUTIVE COMMITTEE.

Here are the nine men who during the year beginning October 1, 1919, will guide the destinies of the Young Men's Department. These were elected on April 5 but will not take office until the beginning of the new fiscal year, when the entire organization of the Chamber of Commerce changes.

These men met on the evening of April 11 at the invitation of the old Executive Committee and were entertained by the old committee at dinner in an informal way. The organization and work of the Department was reviewed by Vice President F. C. Marqua, supplemented by remarks on the work of the entertainment, membership and trade extension committees, by Messrs. W. A. Osgood, Ed. S. North and Harry S. Frazer, chairmen of these various sub-divisions, and General Secretary J. M. Guild.

The only business transacted at this meeting was the selection of Mr. W. Malcom Lowry as temporary chairman to preside over the new committee until such time as they may perfect their working organization.

Reading from left to right those in the picture are:

Seated—E. B. Berkowitz, R. C. Greenlease, William E. Lyons, Ralph E. Morrison.

Standing—Cady L. Daniels, W. Malcom Lowry, Raymond M. Havens, William A. Osgood, R. J. Potts.

WE WILL PAY YOU \$50.00 A WEEK

during any period you are kept away from
business, either from accident or illness,

and from \$5,000 to \$12,000 in case of Accidental Death

The Business Men's Accident Association

W. T. GRANT, Secretary

Gumble Building

Both Phones Main 4243

Legislative Bureau Bulletin No. 11

By PIERRE R. PORTER, Director.

(April 17, 1919.)

(Only Those Bills Which Are Deemed of Special Interest Are Referred to Herein.)

BILLS WHICH HAVE PASSED BOTH HOUSES.

- 100. H. B. An act to amend section 7104 of the Revised Statutes of Missouri of 1909, relating to taxation of insurance companies.
- 266. S. B. An act to repeal section 7631 of article 9, chapter 65, Revised Statutes of Missouri, 1909, providing for the salaries of deputy constables, their removal and filling of vacancies in cities of 300,000 inhabitants or over, and enacting a new section in lieu thereof.
- 532 to 544 inc. S. B. Good Roads Legislation.

BILLS WHICH HAVE PASSED THE HOUSE

- 52. H. B. An act to repeal sections of an act pertaining to the employment of children.
- 71. H. B. An act to empower the state food and drug commissioner to regulate the sale, inspection and analysis of condimental stock and poultry foods and powders intended for domestic animals and poultry, with an emergency clause.
- 126. H. B. An act to repeal section 4136 of chapter 33 of article 2 of the Revised Statutes of Missouri, 1909, relating to damages for killing stock by railroads, and to enact section in lieu thereof, relating to the same subject, and to be known as section 3146.
- 189. H. B. An act to repeal sections 951-63 inclusive of chapter 9 of the Revised Statutes of Missouri for the year 1909 relating to the practice and disbarment of attorneys and counselors at law, and to enact nine new sections.
- 200. H. B. An act to repeal an act entitled "An act to create a permanent state tax commission.
- 216. H. B. An Act to repeal section 6107, article XIV of chapter 43, of the Revised Statutes of Missouri, 1909, relating to registrations and elections in cities which now have or which hereafter may have 100,000 inhabitants or more, and to enact two new sections in lieu thereof, to be known as sections 6107 and 6107-a.
- 303. H. B. An Act to create a domestic relations and juvenile court in all counties in this state containing a city of 200,000 and less than 500,000 inhabitants, defining its jurisdiction and duties, and providing for the appointment of a judge thereof.
- 306. S. B. Increases the salary of the clerk of the Justice of the Peace to \$150 per month. Emergency Clause.
- 311. H. B.
- 372. H. B. An Act to fix the liability of a bank to its depositor for payment of forged or raised checks.
- 373. H. B. An Act forwarding check direct to payor.
- 415. H. B. An Act to provide for the erection in France of a memorial to the Missourians who served on European battlefields in the war with Germany, to appoint a commission to carry out the provisions of the same and to appropriate funds therefor.
- 434. H. B. An Act to repeal section 7030, Revised Statutes of Missouri, 1909, relating to uniform form of fire insurance policy and enacting a new section in lieu thereof to be known as section 7030, Revised Statutes of Missouri, and relating to the same subject.
- 474. H. B. An Act to provide for a commission to assist discharged soldiers and sailors who enlisted or were drafted from this state in the war with Germany in obtaining employment and to appropriate funds for such purpose, with an emergency clause.
- 505. H. B. An Act to provide for a memorial in each county and in each city not part of a county to the citizens of such counties and city who served as soldiers, sailors or marines in the war with Germany, to authorize the county courts of such counties.

LEGISLATIVE BUREAU—Continued.

and the municipal assembly of such cities to appropriate funds therefor and to erect the same, to secure and to preserve the records of such soldiers, sailors and marines and appropriating funds to be allotted such counties and cities for said purpose, with an emergency clause.

565. H. B. An Act to provide for compiling and publishing the records and achievements of Missouri soldiers, sailors and marines who served in the war against Germany and her allies, and other historical data concerning the participation of this state in such war, with an appropriation to cover the cost of same.
600. H. B. An Act to amend article 2 of chapter 84 of the Revised Statutes of Missouri, for the year 1909, by adding three new sections thereto, to be known as sections 8874-a, 8874-b and 8874c, and providing for a hearing before the board of public works and the board of park commissioners by all persons interested in any proposed public improvement before any contract for such public improvement is let; giving the right of appeal to any person interested therein to the circuit court from the decision of said board and making said proceedings conclusive in the absence of objections being presented thereto, with an emergency clause.
615. H. B. Civil Procedure—Particular actions; condemnation proceedings by corporations—Lands may be condemned by oil, pipe line and gas companies,
692. H. B. Providing that if any executrix marry, her husband shall not thereby acquire any interest in the effects of her testator or intestate, nor shall the administration thereby devolve upon him.
805. H. B. An Act to amend section 1 of an act entitled "An act requiring domestic corporations and foreign corporations doing business in this state to pay an annual franchise tax; providing the method of procedure for ascertaining the amount thereof and for enforcing collection thereof, establishing a lien in support thereof; prescribing the duties of the state tax commission or of the state board of equalization, the state auditor, the state treasurer and other officers in connection therewith and prescribing the penalties and forfeitures for violations," approved April 9, 1917, laws of Missouri, 1917, pages 237 to 242, inclusive, by striking out the word "three-fortieths" wherever the same appears in said section and inserting in lieu thereof the word "one-tenth."
829. H. B. An Act to amend sections 35 and 37 of an act of the general assembly of 1917, entitled "Registration and elections in counties of 150,000 or over," approved April 9, 1917, and appearing on pages 281 to 293 of the laws of 1917.
210. H. B. An Act relating to registration and elections in cities having one hundred thousand inhabitants or over.
696. H. B. An Act to amend section 11224, chapter 110, Revised Statutes, 1909, relating to license taxes, by adding certain words thereto and an emergency clause.

BILLS WHICH HAVE PASSED THE SENATE.

238. S. B. An Act concerning loan and investment companies, defining same and providing a method whereby manufacturing and business companies heretofore organized under Article VII of Chapter 33 of the Revised Statutes of 1909, amended, may take advantage of the benefits of this act.
255. S. An Act providing for the organization and incorporation of physicians, surgeons and dentists' mutual indemnity association.
306. S. B. An Act to repeal section 7620, article 9, chapter 65, Revised Statutes of Missouri, 1909, relating to the salary of clerks of justice of the peace courts in cities of 300,000 inhabitants or over.
445. S. B. Fish and Game Law.
458. S. B. An Act to amend section 2298 of the Revised Statutes of 1909, relating to attachments, by adding at the end of said section the following: "Unless the plaintiff, within a time fixed by the court, shall file his bond in double the amount sworn to in the affidavit of plaintiff, the time so given to be not more than ten days from the time the motion to dissolve the attachment is presented to the court for action, and the right to file such bond shall expire with the term of court at which leave to file such bond shall expire with the term of court at which leave to file the bond

LEGISLATIVE BUREAU—Continued.

- is given, unless by agreement of record by the plaintiff and defendant. Such bond, as to its effect and obligation of the parties to the bond, shall be the same as if filed before the writ of attachment was issued."
507. S. B. An Act to amend article 12 of the Revised Statutes of Missouri, 1909, as amended by act approved March 25, 1915, as appears in laws of Missouri, 1915, page 102 et. seq., and as further amended by an act approved April 10, 1917, as appears in laws of Missouri, 1917, page 142, concerning banks, trust companies, savings banks and safe deposit institutions, by repealing section 71 of said acts and enacting a new section to be known as section 71, concerning reserves required to be held against demand deposits in banks.
508. S.B. An Act to amend article 3, chapter 1, of the Revised Statutes of Missouri, 1909, as amended by act approved March 25, 1915, as appears in laws of Missouri, 1915, page 102 et. seq., concerning banks, trust companies, savings banks and safe deposit institutions, by amending section 138 of said act, concerning reserves required to be held against demand deposits in trust companies by striking out certain words.
509. S. B. An Act to amend section 8 of an act approved March 25, 1915, laws of Missouri, 1915, page 102 and following, being an amendment of article 1, chapter 12, of the Revised Statutes of Missouri, 1909, which said section and article concerns state banking department, by adding thereto certain words.
566. S. B. An Act to amend section 1 of an act entitled "An act requiring domestic corporations and foreign corporations doing business in this state to pay an annual franchise tax; providing the method of procedure for ascertaining the amount thereof for enforcing collection thereof; establishing a lien in support thereof; prescribing the duties of state tax commission, or of the state board of equalization, the state auditor, the state treasurer and other officers in connection therewith and prescribing the penalties and forfeitures for violations," approved April 9, 1917, laws of Missouri, 1917, pages 237 to 242 inclusive, by striking out the word "three-fortieths" wherever the same appears in said section and inserting in lieu thereof the word "one-tenth."
567. S. B. An Act repealing an act entitled "An act providing for the assessment, levying, collecting and paying of income tax," approved April 12, 1917, laws of Missouri, 1917, pages 524 to 538, inclusive, and to enact in lieu thereof an act providing for the levying, assessment, collecting and paying of an income tax.
- 741 S. B. Relating to jurisdiction and salaries of justices and constables in cities of 300,000 inhabitants and over; raising the jurisdiction from \$500 to \$600 except in mechanics' lien suit, which is limited to \$500, as is also landlord and tenant, unlawful detainer, detachment and other lien suits. Also raises salary to \$2,500. Emergency clause.

TRADE EXTENSION
OF OTHER CITIES.

The literature coming to the general secretary shows limited activity among the chambers of commerce of the country in trade extension work this year. Whether this is the effect of the high cost of conducting trade tours or that readjustment work is engaging their attention, or that other methods have been found for trade extension is not clear.

The Omaha Chamber of Commerce is arranging for a special train of Omaha business men to leave on May 18, for a week's trip to Wyoming, Montana and Western Nebraska points.

The Oklahoma City Chamber of Commerce will visit one hundred towns on a 6-day trip beginning May 12, through Kansas and Oklahoma.

The Minneapolis Civic and Commerce Association will carry out plans made for a trip through northern Minnesota in 1917 that were abandoned with the declaration of war.

The Toledo Commerce Club will make a 3-day cruise to Georgian Bay in June, stopping at various ports.

The Chamber of Commerce of Pittsburgh, Pa., announces an excursion through western Pennsylvania and eastern Ohio, May 20-23, taking in seventeen of the larger towns.

Cleveland announced early in the year plans for a tour of France, Belgium and Great Britain by a commission of manufacturers and wholesale merchants interested in foreign trade.

The Chicago Association of Commerce has a delegation in Mexico now, a party of twenty or more.

VISITING KANSAS CITY'S INDUSTRIES



BARTON HAT COMPANY.

The Barton Hat Company was incorporated in Kansas City in June, 1913, and has shown a remarkable growth in their business, being compelled to move into larger quarters at 312-320 West 8th Street.

The company manufactures and jobs a full line of men's, boys' and children's hats, caps and gloves of all descriptions. Their sales force consists of twenty road salesmen who travel in the states of Missouri, Kansas, Oklahoma, Texas, Arkansas, Louisiana, New Mexico, Arizona, California, Nebraska, Colorado, Utah, Idaho, Montana, Wyoming, Oregon and Washington.

INDUSTRIAL OPPORTUNITIES.

Frederick A. Kirk, 135 Front Street, New York City, desires to correspond with responsible exporters.

The Avic Film Corporation, Chicago, Ill., desires to communicate with reliable business men who would be interested financially in a studio, laboratory and distributing office in Kansas City.

The Texas City Terminal Company, Texas City, Texas, is considering establishing a dependable steamship service between Texas City and Mexican ports. They desire to communicate with concerns contemplating shipping to Mexico via rail and water.

Dill-Crosett, Inc., Exporters, San Francisco, Cal., desire to communicate with responsible flour brokers with a view to buying flour in the middle west for export shipment.

ADJUSTMENT OF WAR CONTRACTS.

According to the War Department Claims Board, all claims made under the provisions of the Act of March 2, 1919, affording relief on informal contracts, must be presented before June 30, or be barred. The War Department Claims Board now announce that those wishing to take advantage of the present organization handling these claims will have to present their claims prior to May 15, on account of the impossibility of continuing the present personal which is made up of business men.

An explanatory memorandum, together with Supply Circular No. 17, showing the method and form of making awards, and a copy of Supply Circular No. 19, showing the method and a typical form of contract for partial payments, will be sent to applicants to the War Department Claims Board, Munitions Building, Washington.

“Glad We’re Coming”

THIS is a continuation of the same subject that has appeared in the last two issues of The Kansas Citian. If space permitted, as many more items could be run. These few are given as further indication of the spirit of the towns, to be visited by the “Victory Special,” towards Kansas City and its business men:

Guymon, Okla., W. W. Kennedy, Mayor.

“We are certainly glad that you are coming and would like to know what time in the day you will arrive and about how long you will stay with us, that we may be in position to give you the best entertainment possible. We assure you of our hearty co-operation.”

Dalhart, Tex., Robert E. Stalcup, Mayor.

“Our town extends to you a hearty welcome, and we are certainly glad that you are making this stop for the purpose of better business acquaintance between our section of the state of Texas and your great city.”

McLean, Tex., C. S. Rice, Mayor.

“I shall be at home on the 5th of May, and will be pleased to extend to you the glad hand.”

Chetopa, Kans., Sigmund Lehman, Mayor.

“We appreciate this honor and look with pleasure forward to your visit on May 10.”

Parsons, Kans., P. T. Foley, Mayor.

“I will make it a point to be in the city on May 10. If there is anything I can do to make your visit either pleasant or profitable I shall be indeed glad to do it.”

A few more expressions from cities the trippers will visit:

Wichita, Kans., W. E. Holmes, Secretary, Board of Commerce:

“You may rest assured that we will do everything possible to make your brief stay a pleasant one, but know that you will be more interested in calling on the trade than you will in seeing the sights. However we have several refineries here and an abundant supply of gasoline, some of which we propose to burn up for those of our Kansas City neighbors who will find time to drive about the city.”

Chickasha, Okla., T. J. Brown, Secretary, Chamber of Commerce:

“We will be glad to do anything we can to make your visit as pleasant as possible. If there is anything we can do for you, demand us; we are at your service.”

Oklahoma City, Okla., R. B. Wedding, General Secretary, Y. M. C. A.:

“We will be glad to put our \$220,000 building at the disposal of the Kansas City Trade Trippers. Let us know in advance of the day you will be here and we will have the best possible ‘bib and tucker’ hanging out for them. We would like to show them what we have got down here. Come along and see it yourself.”

Tulsa, Okla., C. H. Hubbard, Mayor:

“We will be glad to see you. I will be in the City on May the 9th and will be more than pleased to see you. Trusting that your visit to Tulsa will be both profitable and pleasant.”

Tulsa, Okla., C. E. Buchner, General Secretary, Board of Directors, Tulsa Y. M. C. A.:

“Our building belongs to Kansas City visitors on May the fourth. Will consider it a privilege if large demands are made on us to help entertain.”

Parsons, Kans., T. E. Donnellan, President Chamber of Commerce:

“The matter was taken up at our last meeting of our Chamber of Commerce and all of the business men were pleased to know that you were going to stop at Parsons, and we trust you will give us ample notice of the hour of arrival and the length of time you expect to stay.”

“We assure you we wish to heartily co-operate with you in developing closer and more friendly relations between all of the cities trade tributary to Kansas City, and we will take great pleasure in entertaining you during your short stay in town.”

Bell Main 681

Home Main 9130

EDW. W. SIMON CO.

Direct Distributors
“PANAMA”

CARBON PAPERS—INKED RIBBONS
1035 Wyandotte St.

R.W. Hodge Electric Co.

Both Phones 113 M.

806 Delaware

Supplies, Wholesale and Retail

Wiring for Lighting and Repair

Electric Machine Repair Shop

Established 1895

Traffic and Transportation

SAILING DAY MODIFICATION.

Effective Friday, April 18, the Sailing Day Plan was modified on orders of the U. S. Railroad Administration, to provide for the acceptance of freight daily, in disregard of the specific days set out in the Schedule.

The service to assigned common points will be observed as at present and shippers will not be deprived of their right to route freight over any line at the legal rate applicable. Traffic offered at variance with the Schedule will be accepted and given such service as the carrier may be able to arrange.

The Kansas City Committee on L. C. L. freight announce that they will appreciate the cooperation of shippers in observing the delivery as per the Sailing Day Schedule, both as to Sailing Days and Common Points.

The Department issued a circular to shippers on March 17 giving them to foregoing information.

COMMITTEE DISCUSSES SAILING DAY PLAN.

A special committee of the National Industrial Traffic League, headed by the transportation commissioner, met in conference with officials of the Railroad Administration last week regarding the Sailing Day Plan. Plans for its modification were discussed. The Traffic World of April 12 carries the following news item on the subject:

The National Industrial Traffic League, speaking April 8, through R. D. Sangster, vice-president, said the only good thing that had come from the discriminations of the Sailing Day Plan and the poor merchandise service thereunder, was the rousing of the shipping public. That rousing, he said, would result in the facts about it being laid before the Director of Public Service so that corrections might be brought about. He averred that the merchandise service had been poorer since the inauguration of the sailing day plan and the loss and damage claims greater than ever known. He said the saving, if any, in operating expense was more imaginary than real, in view of the corresponding increase in loss and damage claims.

In suggesting how the service on merchandise might be improved his thought was that the carriers should make a specialty of handling merchandise by employing inspectors to police the loading at points of origin and keep down team and truck detention and to ride local freight trains to see to it that waycars are unloaded in strict station order. The result of the conference was the modification of the sailing day plan as announced elsewhere in The Kansas Citian.

DOUBLE LOADING CARS.

The Railroad Administration makes request that shippers when possible, double and triple load cars. If this is done when conditions warrant not only many cubic feet of car space, but many car miles will be saved.

Terminal Manager Corbett has asked this be brought to the particular attention of shippers.

REDUCTION IN DEMURRAGE.

There will be a substantial reduction in demurrage, to be made effective at the earliest practicable date, is the announcement of Director of Traffic Chambers.

For the first four chargeable days after the usual two days' free time, the rate will be \$2 per car per day, and thereafter \$5 per day. The average agreement will be authorized to apply on inbound loads and on outbound loads separately, but no credits will be allowed to be transposed from one operation to the other. The number of credits recoverable under the average agreement will be four, and the method of computing the debits and credits and of making allowances for holidays will be the same as it has been in the past.

The present demurrage charges, are after the free time, \$3 per car per day for the first four days, \$6 per day for the next three days, and \$10 per day thereafter.

NEODESHA, KANSAS.

Neodesha, Kansas, now limited in the Sailing Day Schedule to the Frisco, with service on Tuesdays, Thursdays and Saturdays, has been reassigned to the Missouri Pacific, which road has daily merchandise service.

GULF STEAMSHIP SERVICE.

On recommendation of the Council of the Department, of Traffic, the Board adopted a resolution requesting adequate steamship service from Gulf Ports. The resolution has been forwarded to the U. S. Shipping Board and senators and representatives from Missouri.

SET-OUT CARS.

When shippers offer any railroad on one day a large amount of L. C. L. freight for a certain destination, whether for one or more consignees, the shipper should notify the agent of the carrier early that morning, or the day before, in order that the railroad may make, if possible, a set-out car for the destination and thereby save delay. In many instances shippers are not following this procedure. Terminal Manager Corbette asks this brought to the especial attention of shippers, as following this plan will especially promote efficiency in handling.

MERCHANDISE SERVICE.

Merchandise service from Kansas City to Frisco and M. K. & T. points, during the month of March showed material improvement. This was developed by a check made under direction of F. M. Lucore, Chairman; L. C. L. Freight Committee, Southwestern Region, following complaints of the Chamber. A similar check will shortly be forthcoming for the Missouri Pacific.

In a recent letter R. R. Mitchell, Chairman of the Kansas City L. C. L. Freight Committee, gives assurance that he and Mr. Lucore, will do everything possible to improve outbound merchandise service to Southwestern Territory, so as to give Kansas City the service to which it is entitled.

(Continued on Page 313.)

TRAFFIC DEPARTMENT.
(Continued from Page 312.)

MATTERS BEFORE DISTRICT COMMITTEES.

Chicago Committee.

Docket 101.—Proposed uniform minimum weight of 60,000 lbs. on sugar, C. L., from all refining points in lieu of present minimums varying from 33,000 to 80,000 lbs. (April 24.)

St. Louis Committee.

Docket 666.—Proposed to establish rate of \$1.46½ per 100 lbs. on black blasting powder, C. L. from Holmes, Mo., to Dallas-Ft. Worth Group in lieu of present rate of \$1.59. (Apr. 23.)

Docket 670.—Proposed revision of rates and minimum weights on junk, C. L. between points in Arkansas, Missouri and Oklahoma to conform to present valuation. (April 23.)

Rates Authorized.

Rate Advice 2144.—Authorizes uniform rule governing the handling of exhibits for expositions and fairs between all points in western territory. Copy of circular containing this rule is on file in this office for inspection of those interested.

Authority 5999.—Authorizes export commodity rates to Pacific Coast ports as per Trans-Continental Tariff 29-C effective April 21.

Rate Advice 2226.—Authorizes rate 66½¢ per 100 lbs. on beer C. L. from Texas points to Kansas City and St. Louis.

Rate Advice 2228.—Authorizes cancellation of items 1360 and 1365 W. T. L. tariff 111 naming rates on mica, mica scrap and mica ore from Colorado common points and to establish in lieu thereof on mica, ground or pulverized in packages, C. L. minimum weight 40,000 lbs. to Missouri River 48½¢, Mississippi River 68½¢, corresponding rates to other points.

Rate Advice 2245.—Authorizes C. R. I. & P. to publish in their tariff 29175—A naming rates on live stock a rule providing that attendants entitled to free return transportation from Kansas City, Armourdale or St. Joseph may be given transportation from either of these points.

Rate Advice 2277.—Authorizes the packing of crackers, cakes, biscuits, etc., C. L. and L. C. L., in fibre cans from Kansas City to Atlanta, Jefferson, Marshall, Waskom, Texas, and points taking same rates as per S. W. L. tariff 42-0.

Rate Advice 2292.—Authorizes the Missouri and Kansas Interurban Railway to publish on brick, cement, chatts, sewer pipe, lumber, grain, grain products, hay, straw and coal from points in Missouri, Kansas, Oklahoma, Arkansas and Texas to Westport, Mo., and Rosedale, Kans. (via St. L.-S. F. R. R., Lenexa, Kans. and M. & K. I. R. R.) the same rates as now in effect via St. L.-S. F. R. R. to Kansas City, Mo.
(Continued on page 314.)

ELECTRICAL REPAIR SERVICE
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COMMERCIAL

FOR EXTRA
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REXALL STORES CONVENTION.

Over two hundred registered pharmacists, representing Rexal Clubs, of Missouri, Kansas, Colorado, Nebraska and Oklahoma, have been in session from April 8 to 10 inclusive at the Baltimore Hotel. The meeting was presided over by W. T. Ballagh, President Missouri Rexall Club, and the state presidents in attendance were: Chase W. Brown, Chanute, Kas.; George C. Whitmore, Denver, Col.; J. E. Keebaugh, Mitchell, Neb., and F. M. Miller, Hobart, Okla.

The General Convention Committee held its session Tuesday morning at 8:30 o'clock. Mr. G. Schmierer, of the Federmann Drug Co., Kansas City, gave the word of welcome. Responded to by Mr. Chase W. Brown, Chanute, Kas., president Kansas Rexall Club. A committee was appointed to assist in securing the 1920 convention of the National Rexall Clubs for Kansas City. This important event would bring about four thousand Rexall Druggists to Kansas City in August, 1920.

A MEDICAL SCIENCE CONVENTION.

The American Academy of Ophthalmology and Oto-Larngology will hold its 25th annual convention in 1920 in Kansas City, according to advice received by the Convention Bureau of The Chamber of Commerce.

Dr. Luther C. Peter, Secretary-Treasurer, 1527 Spruce Street, Philadelphia, states that this will be their 25th annual celebration, and inasmuch as the organization was born in Kansas City twenty-five years ago, they think best to hold their convention here.

The officers of this national organization are: Major John M. Ingersoll, President, Cleveland, Ohio; Dr. Melville Black, First Vice-President, Denver, Colorado; Dr. Harry L. Pollock, Second Vice-President, Chicago, Illinois; Dr. Frederick F. Teal, Third Vice-President, Lincoln, Nebraska; Dr. Secord H. Large, Treasurer, Cleveland, Ohio; Dr. Luther C. Peter, Secretary, Philadelphia, Pennsylvania; Dr. Clarence Loeb, Editor of Transactions, Chicago, Illinois.

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TRAFFIC DEPARTMENT.

(Continued on Page 313.)

PERISHABLE FREIGHT.

General order 31-A is cancelled by order 34-B, the change being made that effort will be made to notify consignor, as well as consignee, when carriers find it necessary to sell perishable freight.

This order provides regulations for notification on refused or unclaimed freight, and sale thereof.

REPARATION CIRCULAR.

The Railroad Administration in Circular 7, April 1, announces its policy as to reparation claims on special, or informal dockets, of Interstate and State Commissions. The circular has no reference to formal complaints involving reparation, nor does it apply to traffic moving prior to January 1, 1918, nor state traffic prior to the increases last June. A copy of the circular is on file at the Department.

NEBRASKA CASE.

The Interstate Commerce Commission has set the complaint filed by the Department, attacking, on behalf of members, rates between Kansas City and Nebraska, for hearing at Kansas City, May 15. The case was originally set for March 18 but was postponed.

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THE KANSAS CITIAN

MAY 1 1919



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 17

KANSAS CITY, TUESDAY, APRIL 29, 1919

In this Issue

National Industrial Referendum

Annual Chamber Election

Charities Committee Work
Continued

Staff Members Return

Victory Special Notes

Charles A. Otis Speaker
Wednesday Luncheon

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

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Third Vice-President.....C. W. LONSDALE
Fourth Vice-President.....H. J. WATERS
Fifth Vice-President.....JAMES KETNER
Sixth Vice-President.....F. C. MARQUA
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INDUSTRIAL OPPORTUNITIES.

The Industrial Department is in touch with a well known motor truck manufacturing company of Detroit, Michigan, not now represented in Kansas City but who desire to secure representation here either through a distributor already established or someone desirous of getting into the truck and automobile business.

Members interested should communicate with the Industrial Commissioner.

ANNUAL ELECTION.

The first step in the annual election of Directors of the Chamber of Commerce was taken by the Board of Directors at their meeting April 18 when the following five members of the Chamber, not members of the Board, were chosen to serve on the Nominating Committee to select candidates for the Board of Directors: Messrs. J. C. Nichols, Chairman; George S. Hovey, R. M. Hockaday, C. C. Peters and Frank L. Hall.

The other six, in order to make up a Nominating Committee of eleven, will be elected by the members at large. The membership roster and other necessary literature will reach every member this week.

There are eleven directors to elect this year. Those who retire are: Messrs. F. A. Baker, F. J. Bannister, Harry L. Benjamin, E. L. Foutch, Fred M. Lee, C. W. Lonsdale, B. A. Parsons, S. B. Robertson, E. R. Sweeney, A. C. Wiser and Frank Witherspoon, Jr.

The ten who carry over are: Messrs. W. J. Brace, George H. Bunting, Bruce Forrester, Cliff C. Jones, James Ketner, W. S. McLucas, Frank C. Marqua, Sam B. Sebree, John M. Townley and H. J. Waters.

Ballots for choice of six men for the nominating committee are required to be in the hands of the General Secretary within five days of their mailing. The annual election is held on the Monday preceding the first Tuesday in June. This will be June 2nd.

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STAFF MEMBERS RETURN FROM SERVICE.

Of the five members of the Chamber of Commerce staff who left their desks and their homes to do their bits for Uncle Sam against the Hun, four have returned. Three of these who have returned to their old desks are here pictured. These are Agricultural Commissioner O. K. Quivey, who was a lieutenant in the Sanitary Corps; Industrial Commissioner E. W. Mentel, Battalion Sergeant-Major of the 326th Machine Gun Battalion, and Mr. Moses Fleischman, Traffic Department, who was a member of the stenographic force in the service. Mr. Men-

tel and Mr. Fleischman both saw service in France.

The fourth is Stuart McCarty, formerly of the bookkeeping department and now assistant to the manager of the Chamber's Employment Bureau for Returned Soldiers. He served a year in the navy. The fifth one is Miss Eleanor Durkin, who was secretary to Mr. Guild. She left Kansas City as a stenographer with Base Hospital Unit 28 and is still in France, writing from the Visitors' Bureau, 37 Rue de Bassano, Paris, where she is acting as secretary to Brigadier-General Frank Parker.

REOPEN QUESTION OF NEW QUARTERS.

The members of the House Committee and President B. A. Parsons have been delegated by the Board of Directors to open negotiations with the Kansas City Athletic Club looking to the possibility of the Chamber of Commerce securing space in their new building for permanent quarters. This action was taken by the Board at its meeting April 18, following a brief presentation of the subject by Colonel P. J. Kealy, representing the K. C. A. C.

As a preliminary the Board went on record in favor of the best arrangement possible being made for leased space in any building in Kansas City that will properly house the Chamber of Commerce, this in order to dispose of the question that invariably comes up in connection with the subject of new quarters, that the Chamber of Commerce own its own building.

The members of the House Committee are Messrs. W. S. McLucas, Chairman; H. L. Benjamin, F. D. Crabbs, E. L. Foutch, G. S. Hovey.

"KANSAS CITIAN" GOES TO MINISTERS.

"The Kansas Citian" will hereafter be sent to every Minister of the Gospel in Kansas City who wants it, with the compliments of the Board of Directors.

This is the result of action taken by the Board at a meeting held April 18, on recommendation of the Membership Committee that some courtesy should be extended to Kansas City ministers, in order to interest them more in the work of the organization. This is based on the belief on the part of the Membership Committee and Board of Directors that the ministers of Kansas City are interested in the work of the Chamber especially along the lines of civic improvement, education and welfare work generally.

In sending The Kansas Citian to three hundred and forty-five ministers every week it is expected to be helpful to the organization in making more generally known what the Chamber is doing.

COMPLETION OF HONOR ROLL POSTPONED.

In order to guard against the omission of even one name in the Chamber of Commerce Honor Roll of the members who left their families and business to do their part in the Great War for Civilization, the Board of Directors has ordered its final shaping up delayed, if necessary for several months.

This action was taken in view of the fact that every week brings forth one or more names of men who have been in the service, but who have not hitherto been reported. It is necessary to have the list complete, for alphabetical arrangement, to be beautifully engrossed and hung permanently in the rooms of the Chamber. Any member who has reason to believe that any one has been omitted from the lists that have been published from time to time in The Kansas Citian will perform a good service by reporting such names.

KANSAS CITY GRAND OPERA PROGRAM.

According to announcement just received from Acting Manager H. J. Shaw of the Kansas City Grand Opera Company, which has Chamber of Commerce endorsement, the following will be the program at the Grand Theater the week of May 19:

Maratana—Monday night, May 19.
Romeo & Juliet—Tuesday night, May 20.
Maratana—Wednesday night, May 21.
Il Trovatore—Thursday night, May 22.
Romeo & Juliet—Friday night, May 23.
Maratana—Saturday matinee, May 24.
The Daughter of the Regiment—Saturday night, May 24.

"ARE WE GLAD?"

Chamber of Commerce members will be interested in the plans for the grand greeting to be extended to the troops of the 35th Division when they arrive in Kansas City some time within the next two weeks. The Mayor's Welcome Committee which includes representatives of the Chamber of Commerce, has made all preparations. The committee will be in hourly touch with the division from the time they leave New York so that there will be no doubt as to the time of their arrival here. They are now on the water and are expected in New York very soon.

When they land they will be met by a reception committee headed by Gov. Frederick D. Gardner and five members of the Legislature. This committee will travel with the division until they reach Kansas City. Arriving at Kansas City, they will find the entire city out to greet them. The entire Legislature of the State will be on hand together with thousands of relatives and friends from all over Missouri and Kansas. They will parade the downtown streets and will very likely finish the parade at Convention Hall where the representatives from the various towns will have spaces designated for them and where they can meet the boys from their home city. After the parade there will be a big banquet.

At the Bi-Weekly Luncheon Wednesday, April 30, Chas. A. Otis will speak on "Relations of Business to the Government and Readjustment Conditions."

Necessary Increased Cost

Mr. J. M. Guild, Gen'l Sec'y.,
Chamber of Commerce, City.

My Dear Sir:—

After thoroughly going over our accounts and expenses in the catering department, the Baltimore has been compelled to reach the conclusion that it would be impossible to continue furnishing luncheons to any Club at 75 cents per plate.

The expenses of doing business have grown so rapidly that it will be necessary for us to ask all Clubs a uniform price of \$1.00 per plate.

We wish to take this opportunity of thanking the Chamber of Commerce for their patronage, and express a hope it may be our good fortune to have you continue with us on the basis. We have put off taking this action for six months in the hope the expense of doing business might be reduced, but on the contrary it is still gaining.

With best wishes, we are

Very truly yours,

Hotel Baltimore.
James Ketner, General Manager.

EMPLOYMENT BUREAU FOR RETURNED SOLDIERS AND SAILORS.

The Employment Bureau for returned soldiers and sailors, which opened April 15 on the recommendation of The Chamber of Commerce Committee on Re-Adjustment and following the request of the War Department and The Chamber of Commerce of the United States, has met with a very hearty response on the part of Kansas City employers. Questionnaires sent to all of the larger employers of labor, asking them to list all positions which could be filled by returned service men, in most cases were promptly returned and 300 employers reported openings, the number of openings in each case varying from one to as high as four hundred and covered a wide variety of positions.

Quite a few employers have not yet returned the questionnaires. They are asked to see that these are returned at once. Employers are urged to make use of this bureau, giving employment to just as many returned service men as they possibly can.

During the first ten days, 257 applications for employment were received and of these 135 were sent to places of employment, leaving 122 unplaced at the close of the ten days. Applicants not yet placed cover a wide variety of occupations, including clerical help, salesmen, chauffeurs and truck drivers, telegraphers, machinists, motor car repair men, plumbers, cooks, meat cutters, etc. Applicants range from bacteriologists to common laborers and calls from employers for men cover almost as wide a range.

It is particularly desirable that employers who can use men having a defect of hearing, sight, arm or limb in particular, notify the Bureau so that those men who have suffered injury during the war and who are now ready to resume employment can be promptly placed and where they will be the most service.

A number of calls have been received from the smaller cities in Kansas and Missouri for various classes of help, and those calls are being encouraged and suitable men recommended to them.

FAVOR SPECIAL SESSION.

The suggestion of a special session of Congress is favored by the Board of Directors who discussed it at their meeting last week. In view of the proximity of the annual meeting of the National Chamber of Commerce to be held in St. Louis, April 29-May 1, no action was taken.

CHARITIES WORK TO BE CONTINUED.

The board of directors have approved the recommendation of the Charities Committee that the chest plan of support for local charities be continued next year. Last month letters were sent to over one hundred of the largest contributors to the United Charities' fund asking for an expression of opinion, first, on the success of the drive; second, whether they favored its continuance; third, if it were desirable to include all organizations asking for funds, and fourth, if they desired the Chamber of Commerce to undertake the endorsement of all solicitations. In answer to the first question 90 per cent of the replies were favorable, in answer to the second and third questions 80 per cent, and in answer to the fourth question 76 per cent.

The Charities Committee, consisting of Mr. Andrew Young, chairman; Wm. Volker, Wm. Bucholz, Alfred Benjamin and Mrs. Hugh Ward, after a careful study of the replies from the givers, and also from the charities that are recipients of monthly checks from this fund, decided to recommend to the board of directors that the Chest Plan be continued, that it be broadened and extended to include all of the charitable organizations which appeal to the public for support.

Plans are being made to carefully scrutinize the budgets of the various organizations that will participate, and also to make a study of the nature and character of the work done by each institution. This action will relieve the business community of numerous requests for funds, as all organizations participating are required to pledge themselves not to solicit from the public.

STREETS MAY BE CLEAN.

After months and even years of discussion and delay it appears that the city will soon make a start in trying to keep the streets of Kansas City clean. The Chamber of Commerce has been interested in this matter and has been urging that something be done for a long time.

The action which it seems will mark the beginning of systematic cleaning was taken by the Board of Public Works on April 11, when it ordered the purchase of one Elgin Street Cleaner at a cost of \$6,000 and one Elgin gutter cleaner at a cost of \$3,950. The only question that now remains is whether the city has money on hand to make the necessary appropriation and if it has if the council will confirm the contract.

"Victory Special" Notes

"LET'S get better acquainted" is the slogan that heads the two-column 4-inch electrotypes that were sent out last week to 104 newspapers in the towns to be visited. Under that heading the article which is illustrated by a group of men getting off a train, reads: "The Southwest, with almost unlimited resources, can grow tremendously in the next decade. It is up to the Southwest. The closer the co-operation of all the communities of this great section, the greater will be that growth. Co-operation depends on closer acquaintance. That is the mission of the VICTORY SPECIAL, the big train carrying 125 members of The Chamber of Commerce of Kansas City on their 28th Annual Trade Extension Tour. The "Victory Special" with its trainload of Kansas City business men will stop in this city some time the week of May 4th. Day and hour will be announced by local papers. Greet the Visitors and make at least one new, good friend."

Circular No. 1 was sent to each Trade Tripper yesterday. This answers every reasonable question that anyone might ask regarding the preliminaries of the trip. With it were sent out the official 'log' book, extra copies of itinerary, mail circular and baggage stickers.

The 'log' book carries a sheet for every one of the 53 towns to be visited. When each man steps aboard the Victory Special, he will be handed his pullman ticket, classified list of participants and Circular No. 2, with the rules for the trip, official badge and song book.

The newspapers along the route have given splendid publicity. Every week for six weeks there has appeared a fine little item presenting to their readers details of the Victory Special, what it is, what it is for, and all about it.

When the Victory Special News is issued at each town on the Trade Trip it will carry splendid items of news value to the Trade Trippers, and will undoubtedly please the citizens of each town as it will afford splendid advertising of their towns.

Chairman Harry S. Frazer of the Trade Extension Committee is mighty well pleased these days. The financial success of Kansas City's Twenty-eighth Annual Trade Trip was assured more than ten days ago. Since then the committee has been on "easy street" so far as expenses are concerned and has therefore been free to give attention to the perfection of details.

An eleven-party telephone line will be one of the useful features as well as an innovation on the Victory Special. This will connect headquarters with every car on the train. A person in any car may communicate with a person in any other car.

The equipment will be furnished by the Western Electric Company and the installation will be made by the Denton Engineering and Construction Company.

When the Victory Special pulls out of each town next week it will leave a good taste with the crowd on the depot platform. Instead of pulling out quietly with the thought that the party has exhausted its resources, there will break forth as the observation car passes along, the music of two immense Klaxon horns attached to the rear end of the observation car.

The committee responsible for the stationery to be available on the trip is now worried over the prospect of not having provided enough. It is so attractive it is likely to be too popular.

A big electric sign will be attached to the rail of the observation car so that "he who runs" may know whose train it is and the nature of it.

To aid the Trade Trippers in finding their train, no matter if it is parked in a dark part of any city where night stops are made, it will be flood-lighted by a 500-watt spotlight that the Denton Engineering and Construction Company has agreed to furnish and install.

The Victory Special will be on track No. 27, Union Station, at 10:00 o'clock Sunday evening, May 4, and will be open to visitors until 11:00 o'clock. It would have been set earlier in the evening but for the interesting fact that at about that time 27 trains are departing and 16 arriving.

The baggage cars for the Victory Special will be parked on track No. 45 along side the incline at east end of the Union Station from Saturday morning until Sunday noon, with two porters aboard and Home Telephone Main 1491, so that every one may get his advertising matter aboard before Sunday noon.

There will be a Victory Special directory with an alphabetical list of every man on the train, the car he is in and his telephone number.

At every night stop assurance has been received of an opportunity to meet the business men collectively. At Pratt, Dalhart and Elk City the stores will be kept open until after the arrival of the train so that every man may call upon his friends and customers in their own place of business.

There are seven drawing rooms on the train. The first will be occupied by the Trade Extension Executive Committee—Mr. Harry S. Frazer, W. Malcom Lowry and J.

(Continued on Page 321.)

CITY'S FISCAL YEAR ENDS.

At noon on Monday, April 21, the fiscal year for the city ended. The past year has been one of the most difficult years that the city government has had to contend with in a decade. It was the case with private businesses, the government was faced with increases in cost and necessity for increases in wages and salaries.

Due to the fact that the Council in April, 1919, decreased the tax levy for general purposes from 10 mills to 9 mills, the city was without its normal increase in revenue to take care of increased expenses. This is one cause for the deficit variously estimated from two hundred to four hundred thousand dollars with which the city ended the fiscal year.

For the present year there will be further increases in salaries and operating cost. Increased pay for policemen will require a larger increase in the appropriation for the Police Department. The firemen, too, were promised an increase when they threatened to strike last summer. In addition to this the city will suffer a loss of \$200,000 in liquor license revenue, and to take care of increased costs, it is proposed to levy the 10 mills maximum allowed by the constitution for the general fund, and, in addition, to levy 2 mills for the use of the Police Department. This will be an entirely new levy and one which has never before been made. The constitutionality of this tax has been questioned and it will very probably be a matter for court decision. If this new tax is added the total tax rate for city purposes will be 14½ mills, a new maximum, the previous maximum being 12½ mills.

GOLD GLORY DAY.

The War Camp Community Service has asked that the members of the Chamber be advised that on Sunday, May 4, at Convention Hall at 3 o'clock in the afternoon, will be held a memorial service to be known as Gold Glory Day. This will be exclusively a Kansas City affair.

The service will be built around a gold star service flag and will be one of a patriotic nature throughout. Places in the audience will be reserved for the mothers of the men represented on the flag, a section for the Grand Army men and a section for Spanish-American War veterans, etc. There will be a prominent speaker and community singing.

Tickets of admission for reserved seats for Chamber of Commerce members and their families will be furnished on application to Mr. J. H. Rayburn at the Chamber of Commerce.

**CIVICS DEPARTMENT
MAKES REPORT ON PAVING.**

The City Affairs Committee has submitted a brief report on paving conditions in Kansas City to the Board of Directors. The Board will study the report and then act on the recommendation of the committee that it be made public.

RUBBISH DISPOSAL.

With the annual spring clean-up, in which The Chamber of Commerce has co-operated, has come the question which arises so often about what disposal shall be made of rubbish.

At the present time there is but one public dump in the city. This is in the West Bottoms. This being the case, it is hard to blame home owners for dumping rubbish on vacant lots and in other convenient spots. This question is not new. Three years ago bonds were voted by the people for the construction of an incinerator plant. Plans for this were dropped because of the war.

In this connection also it may be noted that many cities not only dispose of rubbish and ashes, but collect them at public expense.

"VICTORY SPECIAL" NOTES.—Continued.

W. Jenkins III. The second will be known as "headquarters" and will be occupied by General Secretary J. M. Guild, and Assistant to the President, E. M. Clendenen. The third has been placed at the disposal of the president, Mr. B. A. Parsons, while the fourth will be occupied by the three men responsible in getting out the Victory Special News Daily—Messrs. George F. McKenney, L. E. Holland and Frank E. Whalen. The other three will go to the highest bidders.

Pullman assignments will be made by the Executive Committee at a meeting to be held tomorrow, and with the exception of the very late arrivals no one of the party will have to take an upper. There are 108 lowers. These naturally will go to those who first signed up and sent in their checks.

Mr. George F. McKenney will be the band leader and will also be the parade starter at each of the 53 towns. It is intended to march at every stop, as the umbrella parade is an impressive feature.

If the people of the 53 towns to be visited, are not tickled it will be the fault of Messrs. T. Percy Bryan, Jack P. Miller, Lawrence E. Spencer and G. D. M. Jones, as to those has been intrusted the irksome (?) task of giving out the official souvenir of the trip, some 50,000 multicolored turkey feathers with appropriate wording.

Legislative Bureau Bulletin No. 12

By PIERRE R. PORTER, Director.

(April 24, 1919)

(Only Those Bills Which Are Deemed of Special Interest Are Referred to Herein.)

BILLS WHICH HAVE PASSED BOTH HOUSES.

431. S. B. An Act authorizing the laying of water mains along rights of ways of public highways and extending the power of eminent domain to corporations organized for the purpose of laying underground water mains for supplying water at wholesale only to incorporated cities, towns and villages.
432. S. B. An Act authorizing incorporated cities, towns and villages to contract separately, or jointly, with other incorporated cities, towns and villages and with private corporations owning and operating water works plants in incorporated cities, towns and villages, with any corporation organized for that purpose, for an adequate supply of water; and authorizing such cities, towns and villages separately or in conjunction with other such cities, towns and villages separately to acquire water mains or interests in water mains laid and constructed for the purpose of furnishing a supply of water at wholesale to incorporated cities, towns and villages, or private water works plants; with an emergency clause.

BILLS WHICH HAVE PASSED THE SENATE.

77. S. B. Poll books to be transmitted to county clerk by personal delivery or by registered mail.
94. S. B. An Act to authorize a vote of the people (electors) to be taken upon the question of whether a convention shall be held for the purpose of revising and amending the Constitution of this state and appropriating money to carry into effect the provisions of said act.
269. H. B. An Act to provide for the organization, discipline, government and use of the national guard.
314. S. B. An Act to repeal sections 2863 and 2865, article 3, chapter 30 of the Revised Statutes of Missouri, 1919, entitled "Chattel Mortgages" and to enact two new sections in lieu thereof to be known as sections 2863 and 2865.
575. S. B. An Act levying a license tax on all persons, firms and corporations making and certifying to abstracts of title to real estate and requiring abstractors of land titles to give bond and providing penalty. Requires abstractors to file with county clerk bond in sum of \$10,000 if county has not more than 50,000 and \$25,000 if more. Names right of actions against abstractors for error in abstract of title. Provides penalty of \$100 if abstractor engages in business without having filed bond as aforesaid.
605. S. B. An Act to amend an act entitled, "An act to repeal article 2, of chapter 60 of the Revised Statutes of Missouri, 1909, relating to inspection of grain and hay, and to enact in lieu thereof a new article to be known as article 2, relating to the inspection and weighing of grain, abolishing the office of railroad and warehouse commissioners, and creating an office of warehouse commissioner, and fixing his powers and duties with an emergency clause," approved March 20th, 1913, and appearing at page 254 of the session acts of Missouri for the year, 1913, by repealing sections 5, 41, and 51 of said act, and by enacting three new sections in lieu thereof to be known as sections 5, 41, and 51.606. S. B. An Act providing for the registration of veterinarians.
612. S. B. An Act regulating hotels, inns and boarding houses. (Covers duties of hotel inspectors also, penalty for obtaining board or lodging by false pretense; also lein on baggage and posting of rates in rooms.
730. S. B. An Act authorizing and empowering cities hereafter operating under a special charter, under the provisions of section 16 of article IX of the state Constitution, to build and construct bridges viaducts and their approaches, or to acquire by purchase, lease, gift, condemnation proceedings or otherwise, bridges, viaducts,

LEGISLATIVE BUREAU—Continued.

and their approaches already constructed, together with the necessary lands, rights of way, easements, leaseholds, other property and rights for the construction, operation and maintenance of such bridges and viaducts, or upon which such bridges and viaducts and their approaches are already constructed, and to hold, use, operate and maintain the same for public use and for public highway, for vehicles of all kinds, pedestrians, railroads and street cars; and providing for procedure and the manner of such public improvements, with an emergency clause.

670. S. B.-671 S. B. An Act to empower cities to erect, purchase, acquire, maintain and operate gas and power plants, electric light plants, ice plants.

BILLS WHICH HAVE PASSED THE HOUSE.

378. H. B. An Act to provide that notes and other indebtedness, held by persons or corporations of this state, which are secured by deeds of trust, mortgages or vendor's liens on real estate, or chattel mortgages on personal property, shall be assessed and taxed in the county where such real estate is situated, or the greater part thereof in value, and where the mortgagor of personal property resides.
727. H. B. An Act to provide for the organization or admission and the regulation and taxation of incorporated mutual insurance companies other than life and fire.
698. H. B. An Act providing for the licensing and use of automatic vending machines, defining automatic vending machines, and requiring state food and drug commissioner to inspect, test and label all such machines; fixing the fee thereof, and prescribing penalties for violation thereof, with an emergency clause.
793. H. B. An Act creating a state bureau of dairying; regulating the production, manufacture, sale and distribution of dairy products; defining public creameries, public dairies, butter, and cheese factories, milk depots, milk testing, milk gathering and milk buying stations; fixing the standard for milk measures, testing tubes, and prohibiting the use of any false measure of milk-testing machine; defining dairy products, and adopting a standard of purity for same, prohibiting the sale of adulterated, or impure milk, or other dairy products, or imitations thereof, except as in this act provided; providing for licensing the use and operation of milk or cream testing apparatus and milk buying stations; providing for the appointment and fixing the salaries of, a state dairy commissioner, his deputies and assisting, and testing apparatus and milk buying stati etc. The plant has a capacity for smelting and repealing article 4, chapter 4, R. S. of Missouri, 1909, and all other laws, or parts of laws, in conflict with the provisions of this act, with an emergency clause.

"VICTORY SPECIAL" NOTES.

The printing press that is to be carried in one of the baggage cars is a Kelly Automatic Printing Press, provided by the American Type Founders Company with its compliments. The outfit will represent something like \$7,000. The "Victory Special" is going to be a very complete train.

The train will be equipped throughout with a telephone system, the equipment for which is being furnished by the Western Electric Company and the installation of which will be made by the Denton Engineering & Construction Company. There will be at least one instrument in each car.

The "Victory Special" will also be equipped with something that is not expected to be needed except for minor injuries—two Johnson & Johnson first aid emergency kits. Through the courtesy of the Physicians Supply Company, two cabinets will be on the train, and available for any bruises or skinned shins.

NATIONAL GOOD ROADS MOVEMENT.

The Chamber of Commerce was represented by Mr. George D. Hurley of the Markets, Transportation and Good Roads Committee at the convention of the United States Good Roads Association, which was in session last week at Mineral Wells, Tex.

The convention gave a clear-cut indorsement of Federal road building, by the adoption of a resolution urging the passage in the next Congress of Senator Townsend's Bill calling for a National System of Interstate Highways in charge of a Federal Highway Commission.

The convention re-elected Senator J. H. Bankhead of Alabama, President of the Association; Governor C. H. Brough of Arkansas, Vice President; J. A. Rountree of Alabama, Secretary-Treasurer, and Governor F. B. Gardner and Mr. Hurley as the Missouri members of the Board of Directors of the Association.

OFFICIAL ITINERARY OF THE "VICTORY SPECIAL"
28th Annual Trade Extension Trip
The Chamber of Commerce of Kansas City, Mo.

Day	Railroad	Town	Arrive	Leave	Stop		Miles from K. C.	Population
					Hrs.	Mins.		
May 5 Monday	A. T. & S. F.....	Kansas City		12.01A	2	30	188	16,000
		Eldorado, Kans.	7.30A	10.00A		25	200	3,500
		Augusta, Kans.	10.35A	11.00A		25	221	1,200
		Mulvane, Kans.	11.40A	12.05P		15	237	70,722
		Wichita, Kans.	12.35P	2.50P	2	20	263	734
	Mo. Pac.....	Cheney, Kans.	3.50P	4.10P		40	282	2,550
		Kingman, Kans.	4.50P	5.30P		30	304	572
		Turon, Kans.	6.30P	7.00P		324		4,500
	C. R. I. & P.....	Turon, Kans.	7.35P					
		Pratt, Kans.						
May 6 Tuesday		Pratt, Kans.		7.20A		20	345	568
		Haviland, Kans.	8.00A	8.20A		30	355	1,485
		Greensburg, Kans.	8.40A	9.10A		25	376	800
		Bucklin, Kans.	9.50A	10.15A		20	409	900
		Fowler, Kans.	11.10A	11.30A		25	419	1,000
		Meade, Kans.	11.50A	12.15P		1	462	3,400
		Liberal, Kans.	1.30P(ct)	1.30P(mt)		28	482	1,000
		Hooker, Okla.	2.05P	2.33P		30	502	1,500
		Guymon, Okla.	3.08P	3.38P		15	522	1,200
		Texhoma, Okla.	4.18P	4.33P		574		3,500
May 7 Wednesday	Ft. W. & D. C.....	Dalhart, Texas	6.03P					
		Dalhart, Tex.	8.00A	4.30A			657	19,124
		Amarillo, Tex.		9.45A	1	45		

May 8
Thursday

Texola, Okla.	3.15P	3.30P	15	769	361
Erick, Okla.	3.45P	4.05P	20	777	1,500
Sayre, Okla.	4.40P(mt)	6.20P(ct)	40	791	1,881
Elk City, Okla.	7.20P			809	3,165
Elk City, Okla.		7.30A			
Foss, Okla.	8.00A	8.20A	20	824	525
Clinton, Okla.	8.50A	9.20A	30	837	4,500
Weatherford, Okla.	10.00A	10.30A	30	855	3,000
Hydro, Okla.	10.45A	11.05A	20	863	1,000
Bridgeport, Okla.	11.30A	11.45A	15	874	428
Hinton, Okla.	12.05P	12.25P	20	882	850
Anadarko, Okla.	1.25P	1.55P	30	911	4,500
Chickasha, Okla.	2.40P	3.55P	15	929	15,447
Minco, Okla.	4.25P	4.45P	20	948	706
El Reno, Okla.	5.15P	6.15P		965	12,000
Oklahoma City, Okla.	7.00P			991	92,943

May 9
Friday

Oklahoma City, Okla.	8.00A	7.30A			
Edmond, Okla.	8.30A	8.30A	30	1005	3,500
Guthrie, Okla.	9.05A	10.05A		1020	12,035
Crescent, Okla.	10.35A	10.50A	15	1034	1,000
Enid, Okla.	12.30P			1075	20,307
Enid, Okla.		2.30P			
Perry, Okla.	3.50P	4.20P	30	1111	3,500
Pawnee, Okla.	5.25P	5.55P	30	1141	2,500
Tulsa, Okla.	8.10P			1196	78,000

May 10
Saturday

Tulsa, Okla.		9.30A			
Claremore, Okla.	10.10A	10.35A	25	1222	4,500
Chelsea, Okla.	11.05A	11.25A	20	1241	1,800
Vinita, Okla.	12.05P			1260	6,000
Vinita, Okla.		12.50P	45		
Blue Jacket, Okla.	1.10P	1.25P	15	1272	508
Welch, Okla.	1.35P	1.55P	20	1278	900
Chetopa, Kans.	2.15P	2.55P	40	1289	1,548
Oswego, Kans.	3.15P	3.55P	40	1299	2,500
Parsons, Kans.	4.25P	5.35P	10	1313	15,468
Erte, Kans.	6.10P	6.35P	25	1328	1,500
Kansas City	10.00P			1449	

(ct)—Central Time

(mt)—Mountain Time

National Referendum on Industrial Relations

THE Chamber of Commerce of the United States has just sent out what is known as Referendum No. 27 on industrial relations. The referendum reports a statement of principles prepared with the point of furnishing a basis on which American industry can build a national labor program. These principles, thirteen in number, were prepared by a special committee of the National Chamber after a long period of study of the entire subject of industrial relations. They are here given:

1. Industrial enterprise, as a source of livelihood for both employer and employee, should be so conducted that due consideration is given to the situation of all persons dependent upon it.

2. The public interest requires adjustment of industrial relations by peaceful methods.

3. Regularity and continuity of employment should be sought to the fullest extent possible and constitute a responsibility resting alike upon employers, wage earners, and the public.

4. The right of workers to organize is as clearly recognized as that of any other element or part of the community.

5. Industrial harmony and prosperity will be most effectually promoted by adequate representation of the parties in interest. Existing forms of representation should be carefully studied and availed of insofar as they may be found to have merit and are adaptable to the peculiar conditions in the various industries.

6. Whenever agreements are made with respect to industrial relations they should be faithfully observed.

7. Such agreements should contain provision for prompt and final interpretation in the event of controversy regarding meaning or application.

8. Wages should be adjusted with due regard to the purchasing power of the wage and to the right of every man to an opportunity to earn a living at fair wages, to reasonable hours of work and working conditions, to a decent home, and to the en-

joyment of proper social conditions.

9. Fixing of a basic day as a device for increasing compensation is a subterfuge that should be condemned.

10. Efficient production in conjunction with adequate wages is essential to successful industry. Arbitrary restriction on output below reasonable standards is harmful to the interests of wage earners, employers, and the public and should not be permitted. Industry, efficiency and initiative, wherever found, should be encouraged and adequately rewarded, while indolence and indifference should be condemned.

11. Consideration of reduction in wages should not be reached until possibility of reduction of costs in all other directions has been exhausted.

12. Administration of employment and management of labor should be recognized as a distinct and important function of management and accorded its proper responsibility in administrative organization.

13. A system of national employment offices, with due provision for cooperation with existing state and municipal systems, can be made, under efficient management and if conducted with due regard to the equal interests of employers and employees in its proper administration, a most helpful agency, but only if all appointments are made strictly subject to the Civil Service law and rules. Policies governing the conduct of a national system of employment offices should be determined in conjunction with advisory boards—national, state and local—equally representative of employers and employees.

The committee included in its report only the principles of Industrial Relations which it recommends. The Chamber of Commerce of Kansas City is asked to vote on each of the thirteen principles and is entitled to ten votes, the maximum number allowed to any organization member of the National Chamber. The referendum will be considered by the Board of Directors at its meeting this week and on account of its far reaching importance, may be referred to a special committee made up from various committees identified with the readjustment and National affairs.

DAILY LUNCHEON DISCONTINUED

At the request of the Baltimore Hotel, the Daily Luncheon in the Renaissance Room has been discontinued.

There was no luncheon yesterday, following the use of the Renaissance Room by the regular patrons of the Hotel during the Victory Liberty Loan drive, on account of which it was given up all of last week.

There will be no further daily luncheon at the Baltimore. Just what arrangements may be made elsewhere is problematical. Various suggestions have been received, but none of them acted upon as yet.

City Legislation

LIST OF RESOLUTIONS FOR PUBLIC WORK SENT TO THE BOARD OF PUBLIC WORKS FOR ADOPTION

APRIL 11, 1919.

- Drainage on Beardsley street north and south of 12th street.
- Artificial Stone Curbing.**
White both sides from south line Independence avenue to north line right-of-way of the Kansas City Railways Company.
- Artificial Stone Sidewalk.**
White, east side from south line Independence avenue to north line right-of-way Kansas City Railways Company.
- Sheet Asphalt Pavement (Repave).**
Walrond avenue from south line 23rd street to north line 24th.
- Brick Block Pavement.**
Indiana avenue from south line Howard to south line 27th street.
- Portland Cement Concrete Pavement.**
Clairmont avenue from south line 5th to a point 450 feet south.
- Salda avenue from west line Drury avenue to west line Oakley.
- White avenue from south line Independence avenue to north line 9th street.
- Alley between Norton and Jackson from 30th to 31st.
- Reconstruction Bituminous Macadam Pavement.**
Independence Road from the Bridge over the Blue River to Eastern City limits.
- Hearing of Property Owners April 29, 1919.

LIST OF RESOLUTIONS

Sent to the Board of Public Works For Adoption April 22nd 1919.

- Grading.**
Alley between Wyoming & Liberty from Alley south 12th Street to 14th Street].
- Artificial Stone Curbing.**
33rd Street both sides from east center line Indiana to east line Bales Avenue.
- Artificial Stone Sidewalk.**
Michigan, west side from south center line 50th to north center line 51st.
- Re Construction Sheet Asphalt Pavement.**
22nd Street from east line Prospect to west line Benton Boulevard.
- Portland Cement Concrete Pavement.**
58th Street from east line Askew Avenue to west line Swope Park Way.
- Oakley Avenue from south line 27th to north line 31st.
- 33rd Street from east line Indiana to east line Bales.
- York Avenue from south line 29th Street to north line 31st Street.
- Work To Be Done By Kansas City Without Contract.**
- Repairing and Maintaining Asphalt Pavement.**
15th street from east line Campbell to west line Troost.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORK.

Sent To The Board of Public Works For Adoption April 22nd, 1919.

- Sheet Asphalt Pavement.**
Charlotte Street from north line 21st to south line 22nd. Re. \$520.
- Harrison Street from south line 30th Street

- to north line 31st Street. 8521.
- Michigan Avenue from south line 22nd to north line 23rd. Re. 8522.
- Brick Block Pavement.**
39th Street from east line The Paseo to west line Prospect Avenue. 8523.
- Portland Cement Concrete Pavement.**
Norledge Place from east line Lawndale to west line Belmont Boulevard. 8525.
- Paving Business Street.**
- Brick Block Pavement.**
15th Street from a point 200 feet east of Cleveland south to east line Cypress. 8506.
- Brick Block On Old Concrete Pavement.**
McGee Street Trafficway from south line 24th Street or Pershing Road to north center line 20th Street. 8451.
- Hearing of Property Owners May 9th, 1919.

LIST OF RESOLUTIONS FOR PUBLIC WORK. Sent To the Board Of Public Works For Adoption April 15th, 1919.

- Grading.**
Oak Street from 27th Street to McGee Street Trafficway.
- Portland Cement Concrete Pavement.**
27th Street from east line Van Brunt Boulevard to west line Topping Avenue.
- Brick Block Pavement.**
Alley between 13th & 14th Streets from Alley between Broadway & Central Streets, to Central.
- Paving Business Street.**
- Sheet Asphalt Pavement.**
Troost Avenue from south line 9th Street to south line 12th.
- Troost Avenue from south line 12th to north line 19th.
- 8th Street from east line Oak Street, north to west line Woodland Avenue.
- Brick Block Pavement.**
14th Street from west line Wyandotte Street to west line Main Street.
- Work to Be Done by Kansas City Without Contract.**
- Repairing and Maintaining Asphalt Pavement.**
Oak Street from south line 31st Street to 137 feet south 33rd Street East.
- 22nd Street from east line Benton to west line College.
- Repairing and Maintaining Concrete Pavement.**
22nd Street from east line Michigan to west line Brooklyn.
- 26th Street from east line Woodland to west line Brooklyn.
- Alley next north 12th Street from Indiana Avenue to Bales Avenue.
- Repairing and Maintaining Macadam Pavement.**
Holmes Street from south line 47th to Brush Creek Bridge.
- Hearing Of Property Owners May 2nd, 1919.

LIST OF RESOLUTIONS FOR PUBLIC WORK Sent To the Board Of Public Works For Adoption, April 18th, 1919.

- Artificial Stone Curbing.**
Oakley Avenue both sides from south center line 27th to north center line 31st.
- York Avenue both sides from south center line 29th to north line 31st.
- Warwick Trafficway both sides from south center line 27th to east center line Main.
- (Continued on Page 332.)

1919 Harvest of New Members

(Continued from last week.)

Schauffler, Dr. Robert McE., Orthopedic Surgeon
405 Waldheim Building.
Schmitz, George J., Wholesale Cheese
Armour Station, Kansas City, Kans.
Schnee, Wm. G.
Fidelity Oil Co., 1438 McGee Street.
Schulze Baking Co. (Firm)
2130 Campbell St.
Schwartz Bros. Dental Laboratory Co. (Firm)
206 Admiral Boulevard.
Schweiger, T. G.
Schweiger Contracting Co., 16th & Michigan.
Schwitzgebel, Ely & Mann, (personal increased
to firm)
214 Hall Building.
Scott, A. R., Owl Drug Co.
11th and Walnut.
Scott, Vern
Scott Grocery Co., 3633 Main Street.
Scott, W. F., Real Estate & Oil
706 Republic Building.
Security Iron & Metal Co. (Firm)
2405-37 Jefferson Street.
Security Motor Company (Firm)
1607 McGee Street.
Security Stove & Mfg. Co. (Firm)
17th and Oakland Streets.
Servey, Dan F., Engineering
409 Republic Building.
Shackelford Wall Paper & Painting Co. (Firm)
1012-14 McGee Street.
Shadley, M. A., Electrical Contractor
712 Wyandotte Street.
Shorthand Reporting Co. (Firm)
1111 Grand Avenue Temple.
Shugrue, Thos. H.
Auto Salvage Co., 1701 Main Street.
Shumate, Dr. D. L., Physician
517 Shukert Building.
Shumway, J. W.
K. C. Stationery Co., 800 Delaware Street.
Simonds-Shields-Lonsdale Grain Co. (2 add.)
121 Board of Trade Building.
Sigler, C. H.
Burroughs Adding Machine Co., 5th Floor
Firestone Bldg.
Simonson, Sr., Wm. J.
Smith-Barnes & Strohber Piano Co., 917-19
Grand Ave.
Silverforb, H. H., Dr. (Veterinarian)
1700 Walnut Street.
Silverman, Joe
Prospect Theater Co., 2605 Prospect Ave.
Smith, A. W.
Michelin Tire Co., 1926 Grand Ave.
Smith, Robert L., Coal and Feed
7401 East 15th Street.
Smith, T. Green, Mining
Baltimore Hotel.
Snider, E. L., Attorney
Fyke & Snider, 909 Sharp Building.
Southwest Warehouse Corporation (Firm)
19th and Campbell.
Spaulding, F. B.
Home Lunch Club, 1013-15 Grand Avenue.
Spencer, Lawrence E.
Spencer Printing Co., 716 Delaware Street.

Spencer, Lawrence L., Certified Pub. Accountant
300 Bialto Building.
Spiller, Wm. H.
Talbot Reel & Mfg. Co., 13th & Lydia.
Stabler, Lloyd J. Dr., Physician
721 Lathrop Building.

White Investment Co., 410-12 Finance Bldg.
Williams, A. L.
Quality Ice & Cold Storage Co., 316 Oak St.
Williams Grain Co., C. D., (Personal increased
to firm)
764 Live Stock Exchange.
Williams, C. H.
Hyde Park Laundry Co., 3032 Gillham Road.
Williams, Price L.
Williams Lunch Room, 921 Walnut Street.
Wilson, Clarence
Western Weighing & Inspection Bureau, 270
Glover Bldg.
Wilson, H. Y.
Sulphur Steam Baths & Massage, 1125 Grand
Wilson, John E., Lawyer
721 Commerce Building.
Wilson, L. G. Structural Engineer
407 Finance Building.
Winstanley, E. N.
Heraldton Petroleum Co., 404 Commerce Bldg.
Winters, J. B., Painting Contractor
510 East 14th Street.
Wolferman, Fred, Grocer (4 additional)
1108-10 Walnut Street.
Wood, Judson H., Building Contractor
410 Reliance Building.
Woodbury, Charles P., "Tod"
McGilvray, Woodbury & Doyle, Lawyers, 523
Scarritt Building.
Woods, J. Elbert—Investment Co.
709 Commerce Building.
Woodridge, J. B.
J. B. Woodridge Printing Co., 920 Grand.
Woolf Bros. Furnishing Goods Co. (1 add.)
1024 Walnut.
Wolberg, Harris P.
Manager Paramount-Artcraft Pictures, 2024
Broadway.

Yates Laundry Machinery & Supply Co. (Firm)
Traders' Building.
Young, C. P.
The Brunswick Shop, 1007 Gloyd Building.
Young, F. M.
K. C. Welding Shop, 1718 Walnut Street.
Young, W. F.
Garage & Repair Shop, 7417 E. 15th Street.
Zachow, J. Carl, J. Carl Zachow Adv. Co.
505 Reliance Building.
Zahner Mfg. Co. (1 additional)
12 West 10th Street.
Zeyn & Son, Chas. (Firm)
607 Main Street.
Zwart, Dr. Bernard H., Surgeon
116 West 11th Street.
Zumbrunn, W. F., Lawyer
1205 Wyandotte Street.
Zimmerman, M., Merchant Tailor
1015 Gloyd Building.

BOOST GOOD ROADS ASSOCIATION.

The Board of Directors at their meeting April 18 authorized an advance of \$1,500 to the Good Roads Association of Greater Kansas City. This, together with \$500, advanced by the Kansas City, Kansas, Chamber of Commerce gives them a fund of \$2,000 with which to launch this big and important good roads movement, the great-

est that has been initiated in Kansas City.

The Missouri side directors of the Good Roads Association to whom the advance is made, are: Messrs. Estel Scott, Geo. D. Hurley, S. C. Blackburn, William Knotts, R. C. Greenlease.

This association is the outgrowth of a movement started by the Good Roads Committee of the Chamber of Commerce, of which Mr. J. S. Adsit is Chairman.

Traffic and Transportation

LAKE—RAIL RATES.

Lake and rail rates from Eastern points became effective April 24 in a tariff published for the Director General, being issued by F. S. Davis, Agent, 143 Liberty St., New York. The tariff publishes rates to Mississippi River on the basis of the following differentials under all rail rates.

Class.	1	2	3	4	5
	10c	8c	6c	4c	4c

Numerous tariffs are cancelled either entirely or in part by the issue, which applies via various routes.

NEBRASKA COMPLAINT.

The complaint which the department of traffic has filed against the railroads, and which seeks the establishment of just and reasonable rates on commodities moving at class rates in carloads between Kansas City and points in Nebraska, and between Kansas City and Missouri River points and intermediate territory, is set for hearing at Kansas City, May 15.

The department desires to hear promptly from all interested shippers who are making shipment of commodities in carload lots at class rates to or from this territory.

If an adjustment is to be secured on all commodities, interested shippers must get in touch with the department promptly.

ADVANCING CHARGES.

Authority has been issued to permit the Missouri Pacific R. R. to amend their tariff to allow the advancing of drayage and transportation charges to transfer companies, etc. This practice was discontinued by the Missouri Pacific, about nine months ago and the traffic department has had the matter up, seeking a restoration of the practice.

ROCK ISLAND TRAINS RESTORED.

It is reported that Rock Island trains Nos. 35 and 36, between Kansas City and El Reno, will be restored, effective May 11.

Train 35 formerly left Kansas City at 7:55 A. M. reaching El Reno 9:30 P. M., and train 36 left El Reno at 8:00 A. M., arriving Kansas City 9:35 P. M. The Department some time since made request on the Rock Island to restore the trains, but were informed it could not be done at that time.

MERCHANDISE SERVICE FROM THE EAST.

There seems to be substantial improvement in merchandise service from Eastern points to Kansas City. Below is record of movement of merchandise cars from New York via the D. L. & W. and Wabash to Kansas City.

Left New York via D. L. & W. & Wabash—March 13, 15, 18, 20, 21, 22, 24, 27, 28, 29.

Arrived at Kansas City—March 19, 21, 23, 26, 26, 27, 29, April 3, 3, 4.

This is a most excellent showing under the conditions, the average time enroute being 5 or 6 days.

During the past winter months, there was continual complaint about the service from Eastern points to Kansas City and the fore-

going would lead to the hope that the shippers' troubles in this connection are close to a solution.

VOLKER CASE SET:

The case of Wm. Volker and Company vs railroads, is set for hearing May 12 at Kansas City, before an Examiner of the Interstate Commerce Commission. In the case the complainant is asking refund of excessive and unreasonable charges assessed on shipment of congoileum from eastern points to Denver.

BURLINGTON HAY CASE.

The Commission, in a decision promulgated a few days ago, dismissed the complaint of the Kansas City Hay Dealers Association against the C. B. & Q. R. R., in which the complainant sought the establishment of through rates and routes via Kansas City on hay from points west of the Missouri River to eastern points. The Commission found that the rates via Kansas City were not shown to be unreasonable or unduly prejudicial and dismissed the complaint, despite the fact that through rates apply via other Missouri River Gateways, via which the distance is but slightly greater than via Kansas City.

The complaint was filed and prosecuted by the Department of Traffic, and was heard in Kansas City in July 1917.

NEW TRAINS ON WABASH.

The Wabash has put on two new local trains, No. 52 leaves Kansas City daily, except Sunday, at 6:30 A. M. arriving Moberly 11:45 A. M., and No. 53, daily except Sunday, leaves Moberly at 3:50 P. M. arrives Kansas City 8:40 P. M.

MATTERS BEFORE DISTRICT COMMITTEES. Kansas City Committee.

Docket 648—Proposed to amend item 30—E, A. T. & S. F. Circular 2030-N, covering fabrication in transit of iron and steel articles to provide that rates in effect at time shipment leaves original point of origin will be the rate to apply. (April 23.)

Docket 658—Proposed to revise rates on walnut logs, C. L. from points on the C. R. I. & P. RR, in Kansas and Nebraska to Kansas City on basis of 3c over lumber rates in effect June 24, 1918 plus the increase provided for in General Order 28. (April 30.)

Docket 659—Proposed to include steam shovel parts in mixed carloads with railway supplies described in item 1520-A, A. T. & S. F., tariff 5896-H naming rates from Kansas City, etc., to Silver City, Santa Rita and Fierro, N. M. (April 30.)

Docket 660—Proposed to establish rate of 3c per 100 lbs. on boilers, tanks, steel and iron tubes, plates, iron C. L. minimum 50,000 lbs. between Kansas City, Kansas, (Kaw Boiler Works) and industries located on Kansas City Terminal RR. (April 30.)

Docket 664—Proposed to amend . F. T. B. tariff 15-J to provide that proportional rates named in Column 2, item 55 on Bullion, Ore., etc., will apply from Missouri River points to eastern points on all shipments originating

(Continued on Page 330.)

TRAFFIC DEPARTMENT.

(Continued from Page 329.)

west of the Missouri River. (April 30.)

Docket 540—A (Cancelling 540)—Proposed establishment of commodity rates on dairy products, CL., based differentially under class rates, from Missouri River to points east thereof; or cancellation of commodity rates on dairy products, CL., from points west and southwest of Missouri River to points east thereof. (May 5.)

Docket 666—In re Cement Investigation, ICC docket 8182. Application of Group III scale on Oklahoma state traffic, and on traffic between Oklahoma and Kansas; on Texas Traffic and traffic between Texas-Oklahoma-Kansas traffic. (May 2.) Application of scale on Minnesota state and interstate traffic to be considered by St. Paul Committee.

Docket 667—Silicate of Soda, CL, from Kansas City (Armourdale), Kans., to Cornell, Kas. Present in bbls. 29c per 100 lbs; in tank cars 26.5c; Proposed 22.5c in tank cars, bbls., casks, drums, pails and in bulk. (May 2.)

Docket 668—Salt, CL. From Little River and Kanapolis, Kans., to Chicago, proposed to establish rates of 19c and 23c respectively. No thru commodity rates at present. (May 2.)

Docket 669—Returned carriers, from stations in Santa Fe in Texas to Weston, Mo. Proposed to make provision of application of rates via Santa Fe and C. B. & Q. via Kansas City as in effect via other routes. Present basis, combination of locals. (May 2.)

Docket 670—CGW makes application for authority to publish run-by and set-back charges on grain at elevators at Kansas City in line with other roads, on basis of \$2 per car. (May 2.)

Docket 671—Thru rates on hay and straw from Uta Park, N. M., to Kansas City 44c, Chicago 56.5c, East Ft. Madison, Ill., 50c. Present rates combination or class rates. (May 5.)

Docket 675—Coke breeze, Neodesha, Kas., to Cherryvale, Kas., present rate \$1.30 per net ton; proposed \$1. (May 5.)

Omaha Committee.

Docket 164—Proposed to establish on sulphate and muriate of potash C. L. from Green River, Wyo., the following commodity rates in lieu

of present fifth class rates: To Missouri and Mississippi Rivers 50c to Peoria, Chicago, Duluth, Memphis and points taking same rates 55c per 100 lbs. (April 11.)

Docket 174—Proposed following minimum weights on hogs, C. L. between Wichita, Kans., and Omaha, Neb. (April 23.)

	S.	D.	D.	D.
In cars 33 ft. 6 in. and under.....	16,000	20,500		
Over 33 ft. 9 in. to and including				
36 ft. 6 in.	17,000	22,000		
Over 36 ft. 6 in. to and including				
40 ft.	19,000	24,000		
Over 40 ft.	21,000	26,000		

St. Louis Western Committee.

Docket 751—On request of Omaha Committee. To allow reconsigning on sugar, Colorado factories to St. Louis, on rate of 47 cents. (May 7.)

Docket 750—Chicago rates to apply where now lower, on fire brick, CL., Danville, Ill., to Oklahoma. (May 7.)

Docket 745—Frisco requests mileage commodity rates on Petroleum and products, CL., on interstate traffic the same as now applicable on state traffic in Leland tariff ICC 1235, in Oklahoma. (May 7.)

Docket 740—Revision of minimum weight on sheep DD to basis of 200% weight for SD cars, from or between points in Arkansas, Oklahoma and Louisiana. (May 7.)

Docket 730—Readjustment rates on charcoal, CL., from Eterville, Eugene, Henley, Smith Spur, Allen Spur, Argyle, Mo., to various points. Advance 2c per 100 lbs. to Missouri River. Changes to other points including smaller advances and cancellations. (May 7.)

Docket 729—Frisco requests establishment transit privileges on grain, to and from various destinations, at Dexter, Mo. (May 7.)

Docket 728—Silicate of Soda. Reduction from Kansas City to various Oklahoma points from 44 cents per 100 lbs. in tank cars, and 52.5c CL. in bbls., iron drums, bags, or in bulk, to various bases. (May 7.)

Docket 453 (Corrected)—Readjustment rates on cereal products or preparations, CL. between St. Louis and Texas points, to flour rates or arbitraries over. (May 13.)

Chicago Committee.

Docket 127—C. R. I. & P., propose readjustment (Continued on Page 331.)

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W. A. SAMMIS, Secretary

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RETAILER



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TRAFFIC DEPARTMENT.

(Continued from Page 330.)

ment of rates on grain and grain products. C. L., between Northwestern Iowa, Southwestern Minnesota and Southeastern South Dakota and Southwestern Missouri River points to bring proper relationship between corn and wheat rates. (April 30.)

Dallas Committee.

Docket 786—Proposed to provide for application of corn rates on corn cob meal, C. L. from interstate points to Texas. (May 13.)

Docket 799—Proposed to provide transit privileges on grain and grain products at Kansas City from points on the Salina Northern RR. to Texas points in connection with M. K. & T. R. R. (April 27.)

Rates Authorized.

F. R. A. 6248—Authorizes Missouri Pacific to cancel from its tariff 1275-E, I. C. C. A—3101 rates in connection with the K. C. N. W. R. R.

F. R. A. 6388—Authorizes rate 14c per 100 lbs. on potatoes C. L. from Omaha, South Omaha and Council Bluffs to Kansas City.

F. R. A. 6411—Authorizes the addition of "Internal Combustion Engines" to list of articles that may be stopped in transit to partially unload as per item 3350 W. T. L. Circular 17.

F. R. A. 6412—Authorizes same stopover privileges to partly unload straight carloads of Engines, Internal Combustion from interstate points to Oklahoma points as currently in effect on gasoline engines in mixed carloads with agricultural implements.

F. R. A. 6420—Authorizes following description and minimum weight item 2070 S. W. L. Tariff 44—J from Oklahoma points to Kansas City and related points "Dry Gas or Lamp Blacks, in bags, barrels or boxes, carload, minimum weight 20,000 lbs. subject to Rule 6—B Western Classification."

F. R. A. 6426—Authorizes same rates as on prepared stock and poultry feed, on Cotton Seed Hull Bran, in bags, C. L., min. 40,000, from Kansas City, St. Louis, Cairo and Memphis, to Arkansas and Oklahoma.

F. R. A. 6434—Stoppage in transit to partly unload, on bananas, on C. B. & Q., west of Missouri River at charge of \$5.

F. R. A. 6437—Amend IC tariff 7193—D. classes and commodities, Missouri River to Cairo.

F. R. A. 6558—Add Ground Cotton Seed Hulls, or Cotton Seed Hull Bran, to items in tariff carrying (and at same rates on) Prepared Stock and Poultry Feed, CL, from Kansas City, St. Louis, Memphis.

F. R. A. 6559—Same as above including from Thebes, Ill.

F. R. A. 6561—Authorized M. K. & T., to absorb switching of connecting lines on coal, with limitation of net road haul revenue of \$10 per car.

F. R. A. 6563—Authorizes A. T. & S. F., to publish rule for reconsigning hay and straw, when held for inspection at Kansas City and St. Joseph, to points beyond on or via A. T. & S. F., without charge.

F. R. A. 6569—Authorizes rate of 12.5c on hay carriers, hay slings and hay pulleys, CL, min 24,000, Lincoln, Nebr., to Lower Missouri River.

F. R. A. 6570—Authorizes rate of 24.5c on crude petroleum oil, from Beaumont-Port Arthur group to Kansas City and St. Joseph.

F. R. A. 6588—Authorized rate on Glycerine (pure), in bbls., iron drums or metal cans, CL min. 40,600 lbs., Missouri River to Chicago, 30c.

F. R. A. 6592—Authorizes rate Lithopone and Zinc Oxide, CL min. 36,000 lbs., Mineral Point, Wis., to Chicago 6.5c, St. Paul 12.5c; St. Louis 12.5c; Kansas City 22.5c.

F. R. A. 6576—To change Missouri Pacific transit circular 2-0, to provide same transit on grain, etc., originating at Council Bluffs as when originating at Omaha.

F. R. A. 6580—To change Missouri Pacific transit circular 2-0 to eliminate words "corn and wheat to be killed" from certain items thereof, and bring these commodities under item 5—E of tariff.

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1031 Wyandotte St.

Kansas City, Mo.

SECRETARY GUILD PRESIDES AT READJUSTMENT CONFERENCE.

General Secretary J. M. Guild, as President of the National Association of Commercial Organization Secretaries, will preside over a "Readjustment Conference" of that association in St. Louis on May 1. This one day session of the secretaries of the country is considered by the National Chamber of Commerce to be of sufficient importance to incorporate the secretaries' program into the program of the big convention of the National Chamber being held there this week.

The secretaries' program deals with the secretarial aspect of such subjects as the Chamber of Commerce in the Readjustment Period, through which Mr. Guild will introduce the theme for the meeting. Mr. R. H. Manley of Omaha will tell in detail what chambers of commerce throughout the country are doing to provide employment for returned soldiers. Mr. W. S. Millener of Williamsport, Pa., will speak on how Chambers of Commerce are meeting housing problems and influencing city plans. Detroit having been the leader in Americanization work, Mr. I. W. Schmidt of that city will offer secretarial helps in that kind of work. Mr. M. P. Neighbor of Altoona, Pa., will speak on the new relationship of labor and how it is being dealt with in the chamber of commerce field.

These are the subjects uppermost in the

CITY LEGISLATION. (Continued from Page 327.)

Artificial Stone Sidewalk.

Holmes both sides from south center line 60th to north center line 61st.

Westwood Terrace both sides from east center line Wyoming to north line 50th.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORK.

Sent To The Board Of Public Works For Adoption April 12th, 1919.

Grading.

Mercler Street from 47th to 59th. 8509.

Sheet Asphalt Pavement.

Jackson Avenue from south line 9th to north line 12th. 8511.

Portland Cement Concrete Pavement.

Bales from south line 3th to north line 35th. 8512.

Bellaire Avenue from south line Gladstone Boulevard to south line Norledge Place. 8513.

Poplar Avenue from south line 28th to a point 520 feet south 28th. 8515.

28th Street from east line Chelsea Avenue to west line Raytown Road. 8516.

Work To Be Done By Kansas City Without Contract.

Repairing and Maintaining Asphalt Pavement. 44th Street from east line Charlotte to west line Troost. 8517.

Harrison Street from south line Linwood Boulevard to north line 33rd. 8518.

Repairing and Maintaining Concrete Pavement. Chestnut Avenue from south line 41st to north line 43rd. 8519.

Hearing Of Property Owners May 6th, 1919.

minds of progressive secretaries and the meeting is for the purpose of acquainting secretaries with the best methods so far devised, and make them more proficient in their work.

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War Industries Board; Ex-President of Cleveland, Ohio,
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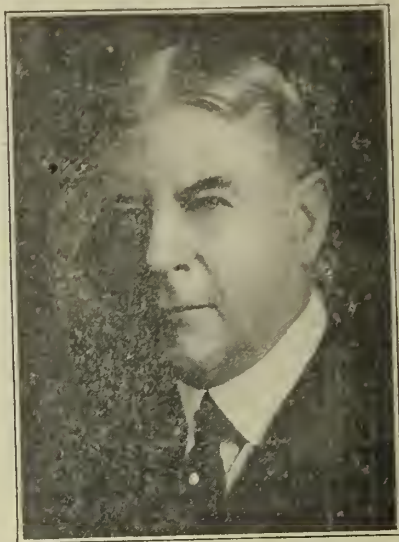
Will speak on

"Relations of Business to the Government and Re-Adjustment Conditions"

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As a national figure in war work, a director of the National Chamber of Commerce, an editorial moulder of public opinion, and an authority on Industrial Development of this country, Mr. Otis will impart facts and information of great value.

EVERY MEMBER SHOULD ATTEND
Luncheon \$1.00

INFORMAL DINNER TO Hon. WALKER D. HINES

Director General of Railroads
and his official party

Muehlebach Hotel, Tuesday Evening, April 29,

Admission to members only and by ticket.

Plates \$2.50

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 18

KANSAS CITY, TUESDAY, MAY 6 1919

In this Issue

The "Victory Special"
is on its way

Sentiment of American
Business

Amendment to the By-Laws

Foreign Trade Conditions

Legislative Bulletin

Walker D. Hines' Message

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

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THEY'RE OFF.

One hundred and twenty-five Kansas City business men, every one a member of The Chamber of Commerce, left Kansas City at midnight Sunday, on the 28th Annual Trade Trip of 1,449 miles through Kansas, Oklahoma and Texas. Thirteen cars were in the train, every convenience being provided for the comfort of the trippers. General Secretary Guild is in charge.

The first stop was at El Dorado, Kansas, Monday morning at 7:30 o'clock.

SOLDIERS AND SAILORS EMPLOYMENT BUREAU.

In anticipation of a large number of requests for assistance in securing employment in the very near future, through the demobilization of the 110th Engineers and the 129th Field Artillery, both of which organizations passed through Kansas City last week, letters have been sent to all employers in Kansas City, again asking them to co-operate with the bureau in providing places for these men. Blanks were enclosed with all letters on which the employer is to state his requirements.

Appreciation is expressed by members of the committee having this work in charge, of the fine spirit of co-operation displayed by the employers, the great majority of whom are working in close co-operation with Mr. B. O. Taylor, which is in direct charge.

Attention of the members is called to the exceptionally high class of men who are being placed through the bureau—all of them in fine physical condition and well disciplined. They are far above the average and included in their number are men in all walks of life, from laborers to private secretaries. Co-operation of all members in the placing of these men will be appreciated. Personal attention will be given every call, and every effort made to furnish men fitted for the position offered.

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VICTORY SPECIAL

May 4-10, 1919

28th Annual Trade Extension Trip

OF

The Chamber of Commerce of Kansas City

THE "VICTORY SPECIAL" is Kansas City's way of announcing to the world its return to peaceful pursuits and prosperity.

It is also Kansas City's way of expressing its confidence in the future, not only confidence in Kansas City, but in the great Empire of which Kansas City is a part.

The leading business men of Kansas City, to the number of one hundred and twenty-five, will travel for six days to meet the business men of fifty-three cities and towns.

Every member of the party is a member of the Chamber of Commerce of Kansas City.

They are scheduled to travel fourteen hundred and forty-nine miles on their pilgrimage of good will.

These men come not to solicit business, but to exchange ideas on how the business progress and welfare of the Great Southwest may be, by joint effort stimulated.

Kansas City makes this trip not for itself alone, but for the neighboring communities, realizing that it is to these that Kansas City owes so much for its commercial development.

The business men of Kansas City were the first to announce a trade trip this year.

They were determined to renew at the earliest moment the friendly relations existing between Kansas City and the richest agricultural section of Kansas, the live stock raising section of the Panhandle of Texas, and the great oil producing fields of Oklahoma.

Anything that Kansas City can do, in conjunction with the chambers of commerce of the cities to be visited, for greater development of the grain, live stock, oil and other lines of business, is pledged through this trip.

Only by cooperation was the great war won, and only by cooperation will the business men of the Great Southwest, working together, realize all of its magnificent possibilities.

"Out to meet our old friends and to make new ones"

The Chamber of Commerce
of Kansas City

Still More New Members

Here is another healthy list of recent additions to the membership roster, 43 memberships embracing 53 memberships. This is the list voted in by the Board of Directors at its meeting, April 18, on the recommendation of the Membership Committee, showing the fine work that the Membership Committee, under Chairman E. S. North, is doing week after week.

- Acme Petroleum Co. (Firm)
401-402 Security Building.
- Adams, John Q.
Merry Optical Co., 1009-11 Walnut St.
- Berkowitz Envelope Co. 1 additional)
Traders' Building.
- Boswell, John W.
Law Student, 617 Ridge Arcade Bldg.
- Brunn, Charles W.
Lawyer, 1120 Commerce Building.
- Cartella, Joseph C.
Stock Broker, 935 Scarritt Building.
- Clark, Albert T.
Albert Clark Motor Co., 3310 Main Street.
- Clark, R. C.
Clark-Survey Candy Co., 912-14 Broadway.
- Elmer, I. A., I. A. Elmer & Co.
Metal Weatherstrips, 318 West 44th Street.
- Finn, Thomas M.
Director Financial Campaigns, 309 N. Y. Life Building.
- Forshee, W. A.
Wells Brothers, General Contractors, 121 West 11th Street.
- Gavin, J. F., G. F. and P. A.
K. C. N. W. R. R. Co., 518 New Jersey Avenue, Kansas City, Kans.
- Gloyd, G. V. R.
Archer & Gloyd, Architects, 321 Reliance Building.
- Grubs, Elton B.
Western Show Properties Co., 518 Delaware Street.
- Guthrie, B. L.
Phister Insurance Agency Co., 238 Lathrop Building.
- Hamrick, Geo. F.
Schooley Stationery & Printing Co., 718-20 Delaware Street.
- Johnson, Alphy H.
S. Hirsch Distilling Co.
- Kelley, W. O.
Kelley-Reppert Motor Co., 404 Admiral Blvd.
- Kinney-Rome Co., Bed Springs, Brass & Iron Beds. (Firm)
2008 Baltimore Avenue.
- Lee Live Stock Commission Co. (Firm)
132 Live Stock Exchange Building.
- Lindman-Funk & Co., Tires-Automobiles (Firm)
1705 Grand Avenue.
- Marrs, A. A.
Naugle Pole & Tie Co., 615 Dwight Bldg.
- McPheeters, F., Katy Bag Company
112 Southwest Boulevard.
- McWhirter-Ammons Printing Co. (Firm)
Graphic Arts Building.
- Missouri Valley Electric Co. (Firm)
1417 Walnut Street.
- Montgomery, R. G., Schnoor Cigar Co.
1010 Broadway.
- Moss, H. T., Stock Investments
1007 Scarritt Building.
- Murphy, T. J.
McCray Refrigerator Co., 1305 Walnut St.
- Order of Sleeping Car Conductors (Firm)
602 Ridge Building.
- Overman, John W., State Mutual Life Ins. Co.
700 Victor Building.
- Pein, H. E., H. E. Pein Insurance Agency
1023-25 N. Y. Life Building.
- Quincy, Omaha & Kansas City R. R. Co. (Firm)
713 Walnut Street.
- Rahe's Auto Tractor School (1 additional)
22nd and Oak Streets.
- Rubins, I., Ladies' Tailor
920 Grand Avenue.
- Skeer, Max, Real Estate
1512 Waldheim Building.
- Southern Oil Corporation (Firm)
4th floor, Security Building.
- State Bank of Kansas City (2 additional)
921 Walnut Street.
- Thompson, Wm. F., Cigar Mfrg. (Personal increased to firm)
818 Wyandotte.
- Traub, A., K. C. Waste Paper Co.
1209 West 9th St.
- Van Buskirk, P. E., Jr.
Argyle Investment Co., 428 Argyle Bldg.
- Veitch, David S.
Security Printing Co., 615 Delaware Street.
- Whalen, Frank E.
Potts-Turnbull Adv. Co., Graphic Arts Bldg.
- Wright, E. H.
The E. H. Wright Co., Ltd., 819 Broadway.

CREDIT TO WHOM CREDIT IS DUE.

In all the "Victory Special" notes that have been run in The Kansas Citian from week to week during the last month or more, there has been overlooked mention of the important and vital part that the Transportation Department of the Chamber has played.

In the first place, the details of the itinerary were figured out and later everything pertaining to the train equipment was attended to by Mr. J. H. Tedrow, Assistant Transportation Commissioner. Although

not on any committee Mr. Tedrow has spent as much if not more time in preparation for the trade trip as any one connected officially with the proposition.

Whatever success is attained in the conduct of the tour is the result of the preliminary preparation and attention to detail on the part of Mr. Tedrow, who was called upon to take the place of Traffic Commission R. D. Sangster, whose absence from the city and service on the Kansas City District Freight Traffic Committee made it impossible to give these matters his personal attention as he has done in the past.

Proposed Amendments to By-Laws

IN ORDER to give future Boards of Directors greater latitude in the choice of presidents for the Chamber of Commerce, it is proposed by the Board of Directors that the by-laws be so amended that if any Board desires to elect a President from the membership at large instead of from its own membership, for any reason whatever, it may do so.

The amendments to Article III, Section 6, submitted herewith make this provision, and the amendment to Section 1 of the same by-law provides that when a president is chosen from without the Board of Directors, the Board for the period of his presidency will consist of twenty-two instead of twenty-one members; further, that a president so chosen shall be by virtue of his office a director with all the powers of an elected director.

The proposal is being mailed to every member of the Chamber for his vote. Every member is urged to vote. For the benefit of those who like to know what the procedure for amending the by-laws is, article eleven on amendments reads: "These by-laws shall not be amended, suspended or altered, except upon a referendum mail vote of which two-thirds of the votes received within five days after date of mailing shall be in the affirmative."

ARTICLE III.

Section 1 now reads:

The Government of the Chamber shall be vested in the Board of Directors, which shall have control of the property and manage the affairs of the Chamber. The Board of Directors shall be composed of twenty-one members, who shall be elected as hereinafter provided for a term of two years. The new Directors shall have no power to act on behalf of the Chamber until the first Tuesday of the following October of the year of their election, except as hereinafter stated in Section 6 of this Article. During the period from the election of officers on the second Tuesday in June up to the first Tuesday of the following October the Chamber shall be managed and governed by the Board of Directors of the previous year.

Section 1 as proposed:

The government of the Chamber shall be vested in the Board of Directors, which shall have control of the property and manage the affairs of the Chamber. The Board of Directors shall be composed of twenty-one members, who shall be elected as hereinafter provided for a term of two years, except that if a president is elected from the membership at large, as provided for in Section 6 (as amended) the Board of Directors shall for the period of his presidency consist of twenty-two members and the president so elected shall be a member of the board by virtue of his office with all the powers of an elected Director. The new directors shall have no power to act on behalf of the Chamber until the first Tuesday of the following October of the year of their election except as hereinafter stated in Section 6 of this Article. During the period from the election of officers on the second Tuesday in June up to the first Tuesday of the following October the Chamber shall be managed and governed by the Board of Directors of the previous year.

Section 2 now reads:

Any active member shall be eligible for election to the Board of Directors. No Director elected by the Chamber shall be eligible to succeed himself.

Section 2 as proposed:

Any active member shall be eligible for election to the Board of Directors. No Director elected by the Chamber shall be eligible to succeed himself, except as provided for in Section 6.

Section 6 now reads:

On the second Tuesday in June at 2:00 o'clock in the afternoon at the rooms of the Chamber the new Board of Directors shall meet and elect, by ballot, from its

Section 6 as proposed:

On the second Tuesday in June at 2:00 o'clock in the afternoon at the rooms of the Chamber the new Board of Directors shall meet and elect, by ballot, from its

MISSISSIPPI VALLEY ASSOCIATION CONVENTION.

Preliminary to the meeting of the National Foreign Trade Council, the Mississippi Valley Association met in Chicago on April 23, with more than five hundred delegates in attendance. While one of the primary objects of this association is the development of foreign trade in the Mississippi Valley, and for shipment through Gulf ports, matters of Valley-wide interest are also on their program. These were touched upon by President Harry H. Merrick, in his address on "Valley-Wide Co-operation." They include freight rate parities (rail-water), banking facilities adequate to handle foreign trade accounts, trade development, good roads and greater production and steady employment.

Prior to the sessions proper, a banking conference was held, attended by some sixty bankers from throughout the valley, for the purpose of determining upon plans for the establishment of a co-operative banking institution to act on behalf of all the banks in the Mississippi Valley, in South America and the Orient. It was agreed by the bankers in attendance that such a bank was a necessity, as no bank in the Valley is now able to handle foreign business as it should be handled. As the result of this conference a special committee was appointed to work out plans, and according to reports from that committee, they are well on their way. Mr. John J. Arnold, vice-president of the First National Bank of Chicago was named chairman of the committee, the other members being chosen one from each of the larger cities. Mr. John Fennelly, chairman of the Foreign Trade Committee of the Chamber is the Kansas City representative on the committee.

CHARLES A. OTIS SPEAKER AT WEDNESDAY LUNCHEON.

Hon. Charles A. Otis, former director of the resources and conversion section of the War Industrial Board, of which the headquarters of the Fourteenth Region were located in Kansas, was the speaker at the Wednesday luncheon, last week. Mr. Otis spoke on the "Relation of Business to the Government and Readjustment Conditions."

Mr. Otis pointed out the difficulties encountered by the various government agencies during the war in the proper securing of equipment and supplies, and which led up to the organization under his direction of the resources and conversion organization, and how the latter organization was gradually overcoming these difficulties when the war was brought to a sudden close with the signing of the armistice.

Speaking of present day conditions, he declared that price reductions must await reductions in price of food commodities—principally wheat. He declared that business conditions were much better than had been expected, and that it was the business of every business man now to pay strict attention to getting back into peace time pursuits, reorganizing for the future, and taking an interest in the things which affect our own community.

As an evidence of the interest being shown by other communities in the subject of foreign trade, St. Louis was represented by 82 delegates, Minneapolis and St. Paul, by 40, New Orleans by 25, while Kansas City had 3. These were Mr. John Fennelly, vice-president and treasurer, Hall-Baker Grain Co.; Mr. R. C. Menefee, vice-president, Commerce Trust Co., and Industrial Commissioner E. W. Mentel.

PROPOSED AMENDMENTS.

(Continued from Page 339.)

own members a President, a Vice President for each Department of the Chamber, and a Treasurer who shall serve without pay and take office the first Tuesday of the following October. No Director shall be eligible to the office of President until he shall have served one year as Director. The Board of Directors shall also appoint a General Secretary, an Industrial Commissioner and a Transportation Commissioner and fix and regulate their salaries. They shall also arrange for the employment of such other assistants as they may deem necessary.

own members a President, a Vice President for each Department of the Chamber, and a Treasurer who shall serve without pay and take office the first Tuesday of the following October, except that a President may be elected from the membership at large. No Director or member shall be eligible to the office of President who has not within six years immediately preceding his election to the presidency served one year as Director and no President shall succeed himself. The Board of Directors shall also appoint a General Secretary, an Industrial Commissioner and a Transportation Commissioner and fix and regulate their salaries. They shall also arrange for the employ-

Sentiment of American Business

THE three thousand business men who met in St. Louis last week to attend the Seventh Annual Meeting of the Chamber of Commerce of the United States spent four days in careful consideration of the most vital questions affecting American business.

The best informed men in the country presented the various subjects at general sessions and at various group meetings, the latter being arranged so that a number of meetings might be held simultaneously. These groups shaped the sentiment of particular lines of business, and their recommendations in the form of resolutions were then turned over to the Resolutions Committee and later to the open convention. This procedure resulted in the following resolutions being adopted:

REVISION OF FEDERAL TRADE LAWS.

We recommend consideration of revision of all federal laws dealing with business conditions to the end that by proper readjustment of their provisions and of the functions of federal agencies industry and commerce in the United States may clearly know at all times their powers, rights, limitations and obligations.

VICTORY LOAN.

Every American is urged to make it a matter of individual honor and patriotism to continue to support the government in its call for war loans and to respond with such liberal subscriptions to the Victory Loan as will further demonstrate the unity, strength and vigor of our republic.

SOLDIER AND SAILOR EMPLOYMENT.

Employers generally adopted a policy of re-engaging soldiers, sailors and marines formerly in their employ, and this chamber recommends a continuance of this policy to the end that every soldier, sailor and marine shall find employment in the community where he was employed when he entered the service.

Prompt re-employment depends upon proper distribution. Proper distribution necessitates the return of a discharged man to the community where employed when he entered the armed forces, at least until such time as he may be better able to obtain elsewhere the kind of work, or the new opportunity, which he may now seek.

The commercial organizations of the country should continue to develop a program of closest co-operation in the field of soldier, sailor and marine employment, in all cases instructing the official in charge to keep the headquarters of the Chamber of Commerce of the United States closely advised in order that it may serve as a clearing house among local organizations and with the government.

ATTENTION OF READJUSTMENT PROBLEMS.

Problems of the greatest importance in the country's domestic readjustment from war to peace await the attention of our government. They require for their solution executive consideration and maturely developed legislation. While many of these problems are now receiving private study, which should continue and be intensified in order that we may be prepared to co-operate intelligently with the government, still the final responsibility before the country in these matters rests with the constituted federal authorities. It is therefore

hoped that the President immediately upon his return will assemble Congress in extraordinary session for the formation of the legislation necessary to safeguard our social and business structure.

GOVERNMENT AND BUSINESS.

The very essence of civilization is that there be placed upon the individual only that degree of restraint which shall prevent his encroachment upon the rights of others, thus releasing to the utmost individual initiative in every proper direction.

Our form of government most effectively expresses and maintains this principle. Within our basic law exists ample provision for such changes as may from time to time be necessary to safeguard our people. It is therefore essential that our government should scrupulously refrain from entering any of the fields of transportation, communication, industry and commerce, or any phase of business when it can be successfully undertaken and conducted by private enterprise. Any tendency of government to enter such fields should be carefully weighed in the light of its possible effect upon the very genius of our institutions.

ENCOURAGEMENT OF FOREIGN TRADE

The stimulation and development of the nation's international trade is vital to the country's prosperity and the solution of its economic and industrial problems. The members of this Chamber, all business, agricultural and industrial associations and organizations, should direct the attention of their members to the importance of this subject and the necessity for encouragement and support of all measures which will facilitate and enlarge American trade with other countries, extend American banking and insurance to accompany and supplement the foreign enterprises of American commerce, and provide adequate cable and wireless facilities.

INVESTMENTS ABROAD.

The position of the United States as a creditor nation tends to stimulate American investment abroad. It is desirable that every possible encouragement be given such investment, as an essential factor in the development of American foreign trade.

Legitimate American investment abroad is entitled to the same measure of protection in the countries where made that is given by this government to foreign investments in the United States. The United States should enunciate and enforce a firm policy for the protec-

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(Continued from Page 341.)

tion of American citizens and legitimate American enterprises and investments in foreign lands.

CONSTRUCTION.

The interests of the public require an immediate resumption of construction activities in order that the housing and other construction needs of the nation necessarily deferred by the war may be provided and that labor may find ample employment.

The Federal Government, especially the Railroad Administration and the Treasury Department, as well as state, county, and municipal authorities, should proceed with public work wherever possible.

STREET RAILWAYS.

Street and interurban railways have such a fundamental place in all important communities, and conditions of war have disclosed such acute situations in the affairs of this class of public utilities, that the Chamber's Committee on Public Utilities should proceed with its hearings and studies to the end that it may soon place before the Board of Directors a report with recommendations respecting the procedure which should be followed to place these important facilities upon a basis which will assure their efficient service.

TELEPHONES AND TELEGRAPHS.

The government should promptly return to their respective owners the telegraph and telephone properties now being operated by the government, and Congress is urged to enact such legislation as will permit by voluntary agreement and under proper federal consent and regulation any consolidation of companies or joint utilization of facilities that may be found to be of economic advantage and in the public interest.

HIGHWAYS.

That highways are an integral part of our nation's system of transportation has been emphasized by the war, and an enormous development is at hand, so important as to require a comprehensive national policy, under which federal appropriations for highways will be applied to national needs for interstate commerce, agriculture, postal delivery, common defense and general welfare.

Congress should create a federal highway commission, independent of present departments of the government, composed of members from the different geographical sections of the country, to perform all executive functions of the federal government pertaining to highways, including those relating to existing appropriations in aid of state construction. Such a commission should act in co-ordination with any federal agency that may have functions of articulating rail, trolley, water and highway transportation.

Congress should make substantial appropriations for the construction and maintenance of a national highway system to serve the need for the maintenance of interstate travel and traffic.

The commission should report to Congress a plan for continued aid for state construction of highways in the period beyond 1921, to which time the provisions of existing federal-aid laws extend.

Expenditures of funds should be permitted only for highways which are of a permanent type, having thorough drainage, substantial foundations, sufficient width, and a capacity

for traffic which will be reasonably adequate for future needs.

WATERWAYS.

While the utilization of natural resources, the development of industries and extension of commerce depends upon adequate to meet the transportation, existing facilities are inadequate to meet the increasing needs of the nation.

We urge that the Government speedily complete river improvement projects already authorized, and that Congress provide for a comprehensive system of waterways with co-ordination of the services of waterways and railways.

Adequate terminals are essential to waterways for the economic exchange of traffic.

We recommend to the Directors of the Chamber the appointment of a special committee to study these questions and to invoke national legislation, where necessary, for the accomplishment of the above purposes.

WATER POWERS.

True conservation of the water power resources of the United States in the acceleration of its industrial and commercial progress awaits the enactment of appropriate legislation. After a referendum to the membership, this Chamber has announced the principles which it advocates in such legislation. Legislation very largely in accordance with these principles was practically agreed upon by the last Congress. The new Congress is urged to enact such legislation in the early days of its forthcoming session.

NATIONAL BUDGET.

A national budget will introduce standards of business in co-relating income and outgo and afford information as to the disposition and sources of public funds. Expenditures of the federal government have reached sums beyond all earlier contemplation. Taxation and borrowing have assumed proportions hitherto unknown. Through referendum and by vote of delegates in annual meeting this Chamber has repeatedly advocated a budget system as a means of introducing business methods in the government's fiscal affairs. We reaffirm

The budget system should be accompanied by a central governmental agency which will be permanent and properly equipped for proposing standardization, simplification, and increased efficiency in government offices. For this purpose Congress should authorize, and the President appoint, a commission to which the President may look for suggestion of improvements in the administrative organization and methods of the government.

VETO POWER.

The processes of federal legislation should be kept clear of the abuses which may follow from the use of rider legislation. Through referendum vote this Chamber in 1917 entered upon formal advocacy of an amendment to the Constitution for the purpose of permitting the President to approve or disapprove any separate items or provisions contained in any appropriation bill. We affirm our previous action and urge that Congress take immediate steps directed toward such amendment.

REORGANIZATION OF CHAMBER.

Seven years of steady growth have followed the organization of the National Chamber under the plan which was placed in operation

(Continued on Page 348.)

Legislative Bureau Bulletin No. 13

By PIERRE R. PORTER, Director.

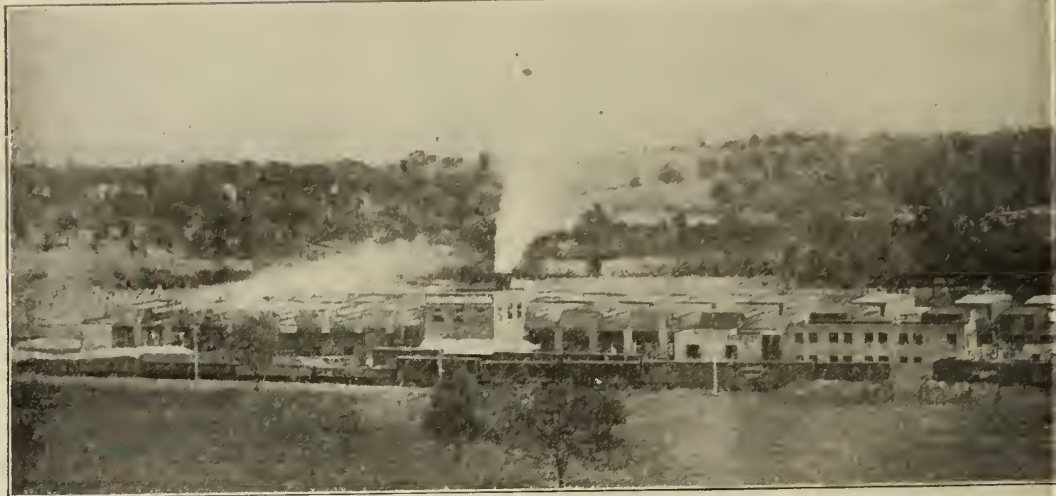
(May 2, 1919.)

BILLS WHICH HAVE PASSED BOTH HOUSES..

- 69 S. B. An Act to amend section 1887, article 9, article entitled "Limitations, personal actions and general provisions," of chapter 21 of the Revised Statutes of Missouri, 1909, prescribing the time within which civil actions other than those for the recovery of real property shall be commenced, so as to make the meaning of said action more definite and certain.
- 90 S. B. An Act to amend chapter 61 of the Revised Statutes of Missouri, 1909, relating to life, accident, health and industrial insurance, by adding a new section to article V thereof, to be known as section 6994a, so as to enable all corporations incorporated under general or special laws, for the purpose of conducting business in such insurance, to change their names, upon an affirmative vote of three-fourths of its board of directors, or board of trustees.
- 238 S. B. An Act concerning loan and investment companies, defining same and providing for their incorporation and their powers and supervision, and providing a method whereby manufacturing and business companies heretofore organized under Article VII of chapter 33 of the Revised Statutes of 1909 amended may take advantage of the benefits of this act.
- 255 S. B. An Act providing for the organization and incorporation of physicians, surgeons and dentists mutual indemnity association.
- 269 S. B. An Act to provide for the registration of voters in cities now having or which may hereafter have 40,000 inhabitants; to govern elections therein; defining offenses and providing for punishment thereof; providing for penalties for violating the provisions of this act and to amend article XV of chapter 43 of the Revised Statutes of Missouri, 1909 by repealing certain sections thereof.
- 306 S. B. An Act to repeal section 7620, article 9, chapter 65, Revised Statutes of Missouri, 1909, relating to the salary of clerks of justice of the peace courts in cities of 300,000 inhabitants or over.
- 320 S. B. An Act to amend section 6459, chapter 47, of the Revised Statutes of the state of Missouri relating to fences and enclosures.
- 335 S. B. An Act providing for the apportionment of school funds and distribution of state aid to schools in any year following a condition of infectious disease, epidemic, contagion or plague within the state, with an emergency clause.
- 346 S. B. An Act defining mattresses; regulating the making, remaking, and sale thereof; prohibiting the use of insanitary and unhealthy materials therein; requiring that the materials used shall be accurately described, and prescribing the manner in which mattresses shall be labeled; providing for the enforcement of the provisions of this act; making certain acts criminal, and punishing the same; imposing certain duties upon the state industrial inspector; and repealing legislation inconsistent with this act, with an emergency clause.
- 349 S. B. An Act to repeal section 7030, Revised Statutes of Missouri 1909, relating to uniform form of fire insurance policy and enacting a new section in lieu thereof to be known as section 7030, Revised Statutes of Missouri, and relating to the same object.
- 363 S. B. An Act to amend article XX, chapter 84, Revised Statutes of Missouri, 1909, by striking out section 9846 of said article and chapter and inserting in lieu thereof a new section, to be known by the same number, providing for the employees in the office of the license collector in cities having three hundred thousand inhabitants or over, and fixing their compensation.
- 366 S. B. An Act to amend an act approved April 12, 1917, entitled "An Act providing for a tax on the transfer of gifts, legacies, inheritances, bequests, devises, appoint-

(Continued on Page 346.)

VISITING KANSAS



AMERICAN RA

The American Radiator Company, here shown, is one of Kansas City's largest manufacturing concerns. The original plant was built in 1910, but in order to handle its rapidly increasing business it was necessary to double the capacity in 1912. The plant now covers three blocks in length and two hundred and fifty-feet in width, not including out-buildings.

The company manufactures boilers and radiators for heating purposes for residences, office buildings, churches, schools, factories, etc. The plant has a capacity for melting and putting into its products (Radiators and Boilers) 250 tons of iron per day, which

INDUSTRIAL OPPORTUNITIES.

The Danish-American Trading Company, 19 W. 44th St., New York City, are in the market for the following products: Food-stuffs, Metals, Hardware and Tools, Leather Goods, Textiles, Oils, Grain, Automobiles, Rubber Goods, Carpets, Furniture, Office Appliances, Machinery, Twine, Rope and Yarn. The company would like to receive catalogues and quotations, C.I.F. Baltic and Dutch ports from local dealers who may be interested.

The Belgo-American Corporation, 1418 Walnut Street, Philadelphia, Pa., desires information regarding canned and dried fruits for export to Belgium. Samples are requested, with date of deliveries, quantities that can be delivered and terms. Prices to be F.O.B. New York, goods boxed for export, quality to be A-1 and subject to inspection of sample. This matter is urgent, merchants interested are requested to communicate with above firm at once.

Dr. Zona C. Williams desires to give up his practice at Soldier, Kansas, and would like

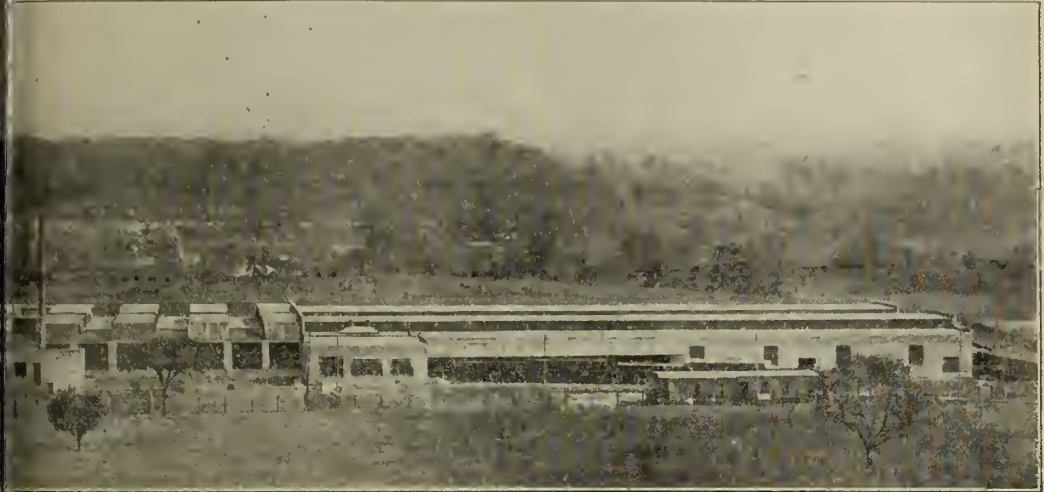
to have a returned service physician succeed him. Members knowing of any returning doctor who would like to take up a small-town and country practice kindly communicate with the Employment Bureau at the Chamber.

A. J. Santos of Rio de Janeiro, Brazil, is desirous to obtain agencies for Kansas City concerns in the Brazilian market. He states he is thoroughly familiar with all branches of the export trade and well connected with the best Brazilian import markets.

S. & J. Schonewald, 1 Buller Street, Moor Lane, London, desire to communicate with manufacturers who desire representation in England. They are interested in wooden ware, picture frame mouldings, general hardware, cabinet hardware, stationers' sundries, etc.

Mr. I. Tamura, importer and exporter of Kobe, Japan, desires to make connections with local dealers of the following products: Beans, Peas, Nuts, Toys and other natural and manufactured goods which they may desire to export.

TY'S INDUSTRIES



TOR COMPANY

makes it the largest foundry west of the Mississippi River, and when in full operation employs approximately 1,000 men.

The territory served from Kansas City covers the northwest, southwest, and west to the Pacific Coast, the company finding it profitable to ship from the Kansas City factory to distributing branches in Minneapolis, Omaha, Denver, Seattle, San Francisco and St. Louis. The Kansas City territory is handled through a sales office located at 1230 Walnut Street. Mr. R. L. Redpath is manager of the plant, and Mr. A. C. Downer, manager of the Sales Branch.

REAPPLICATIONS FOR EXPORT AND IMPORT LICENSES.

The War Trade Board announce that the many relaxations which have been made in the export and import regulations of the board since the armistice, and the recent changes and reductions in the Enemy Trading List, have made it possible that applications for export and import licenses may now be considered favorably which in the past it has been necessary to refuse. Applicants, therefore, who have heretofore received refusal notices of export or import licenses, and who are still desirous of making shipments, may reapply, and their applications will be given prompt consideration.

NATIONAL FOREIGN TRADE CONVENTION.

With "Foreign Trade Essential to American Industry," as the general convention theme, two thousand delegates from all parts of the country attended a 3-day ses-

sion of the National Foreign Trade Council in Chicago, April 23-26. This was without doubt the most important foreign trade conference which will be held this year.

Every phase of the Foreign Trade problem was covered either in the regular sessions or in the group meetings, including our financial equipment for handling foreign trade, the element of cost of American made products, in its relation to foreign trade the American Merchant Marine and its operation, foreign trade merchandising and advertising, foreign credits, etc.

It was a matter of regret that Kansas City was not represented with a larger delegation. Those who attended included Messrs. John Fennelly, chairman foreign trade committee, and vice-president and treasurer, Hall-Baker Grain Co.; R. C. Menefee, vice-president, Commerce Trust Co.; Paul Sauer, advertising manager Columbian Steel Tank Co.; Walter Wilson, The Baker-Lockwood Co.; Edgar J. Stern, E. J. Stern & Co., Insurance, and Industrial Commissioner E. W. Mentel.

LEGISLATIVE BUREAU BULLETIN NO. 13.

(Continued from Page 343.)

ments and successions: providing for its payment and collection, establishing and enforcing liens therefor; providing the method of procedure for determining the amount thereof and liability therefor and providing for suits to quiet title against claims of liens arising by reason thereof and to repeal article 14, chapter 2 of the Revised Statutes of Missouri 1909, entitled "Collateral inheritance tax" and all amendments thereto" by repealing sections relating to the same subject in lieu thereof.

- 379 S. B. An Act to repeal section 1411, chapter 19, article VII, R. S. Mo., 1909, as amended by an act approved March 24, 1911, and enact a new section in lieu thereof, relating to charities and corrections.
- 389 S. B. An Act to provide a system of workmen's compensation, prescribing the rights and liabilities of employers, employes and third parties thereunder; providing for the giving and serving of notices; making provision for medical and surgical care of injured employes; establishing rates of compensation for personal injuries or death arising out of and in the course of employment; providing methods of insuring and securing the payments of such compensation; making certain minors sui juris for certain purposes; creating a board to administer this act, prescribing the duties, powers and rights thereof, and providing a system of appeal to the courts from the decisions of such board; prescribing certain penalties; providing an appropriation and tax for the administration of this act, and repealing all laws and parts of laws in conflict herewith, to the extent of such conflict, with an emergency clause.
- 459 S. B. An Act creating a board of road overseers for certain counties of the state, providing that the judges of the county courts of such counties shall be and constitute such board of road overseers, naming the county clerks of such counties as ex-officio clerks for said board, providing compensation for the members of such board and for such clerk, and defining the powers and duties of such board and of such clerk and repealing an act of the general assembly of Missouri enacted in 1917 and entitled: "An act creating a board of road overseers for certain counties of the state, providing that the judges of the county courts of such counties shall be and constitute such board of road overseers and defining the powers and duties of such board with an emergency clause." Found at page 482 of the session acts of 1917, with an emergency clause.
- 469 S. B. An Act to repeal section 2712 of chapter twenty-six of the Revised Statutes of Missouri, 1909, entitled: "Commissioner of permanent seat of Government," and to enact in lieu thereof a new section to be known as section 2712.
- 470 S. B. An Act, to amend chapter twenty-six (26) of the Revised Statutes of Missouri, 1909, entitled: "Commissioner of permanent seat of Government," by adding a new section thereto to be known as section 2725a.
- 471 S. B. An Act to amend article 1 of chapter of the Revised Statutes of Missouri of 1909, relating to corporations, by adding four new sections thereto, to be known as sections 2977-a, 2977-b, 2977-c and 2977-d, authorizing the formation of corporations having shares of capital stock without nominal or par value; authorizing corporations having a capital stock divided into shares having par value to amend their articles of association so as to provide for shares without nominal or par value; authorizing corporations having shares of capital stock without nominal or par value to amend their articles of association on amendments thereof, so as to provide for shares having par value; and defining the rights of corporations having shares of capital stock without nominal or par value, and the right of the holders of such shares.
- 474 S. B. An Act to repeal section 7045, of the Revised Statutes of Missouri, 1909, and enacting a new section in lieu thereof to be known as section 7405.
Dockets, records and blanks to be furnished to justices.
- 484 S. B. An Act providing for the keeping of records by persons operating garage of motor vehicles, and to prohibit the possession or use of a motor vehicle without the consent of the owner thereof, and prohibiting the altering or defacing of motor vehicles, serial numbers, licenses or license numbers, or engine numbers on any motor vehicle, making it an offense to buy or receive any automobile or motor ve-

(Continued on Page 349.)

Walker D. Hines, Director General of Railroads, Entertained by Chamber

MEMBERS of the Chamber, 300 strong, played host to Director General of Railroads Walker D. Hines, and his party, at an informal dinner at the Muehlebach, Tuesday, April 29, at 6:30 p.m.

Accompanying Mr. Hines, were: Messrs. Edward Chambers, director division of traffic; T. C. Powell, director division of capital expenditures; H. B. Spencer, director division of purchases; Hale Holden, regional director central western region; Brice Claggett, assistant to the director general; H. A. Scandrett, traffic assistant to regional director Holden; B. B. Greer, assistant to regional director Holden; H. R. Safford, engineering assistant to director Holden.

Thirty-one men were seated at the head table, including United States Senator James A. Reed.

President B. A. Parsons presided and the Right Reverend S. C. Partridge said the invocation.

A fine course dinner was served, embellished by the Muehlebach Hotel orchestra and soloists and flower decorations.

The party had been taken on an auto ride over the city upon arrival of the director general's special at 4 p. m.

After explaining that he and his associates were taking this trip, not as a speaking tour, but as the best way to get at first hand from railroad officials and the public through personal contact, an understanding of what should be done, and of the best methods of administration to give the public adequate and satisfactory railroad service, the director general spoke in part as follows:

"One of the greatest problems confronting the country and Congress today is the question, 'What Should Be the Solution of the Railroad Situation?'

This matter is for Congress and the public to determine, rather than the Railroad Administration, and I want to make it plain that in my remarks I am speaking only my own mind, and in a personal capacity. In no wise do I express any idea on behalf of the Railroad Administration or for the President. Such ideas as I have on the subject have been gained through long official association with railroad management under private control and by my experience with the Railroad Administration since the period of Government control and operation.

In my opinion, the permanent solution of the question ought not to come through Government ownership or operation, but ought to be brought about through private ownership and operation.

How shall the transfer of the railroads back to private control be made, is a question which confronts us all, and which must be disposed of fairly to the carriers, to the public and to railroad labor.

We cannot go back to unrestricted private management, and we ought not to go back to a method of regulation that proved unsuccessful in the past. In my opinion the railroads would be infinitely worse off if put back under present conditions to be subject to the old methods of regulation, than they have ever been during private operation.

From my study of, and experience with, the regulatory system prior to Government control, and which has grown up during the past forty years, I aver unhesitatingly that the system must be radically changed before restoration of the carriers. The regulatory bodies have been without any standards by which authorities, and in much confusing and disappointing litigation.

The question of the return which railroads should earn was always subject to dispute and contention. The wide disparity between the financial condition of strong and weak roads was the one thing that has shown most clearly the fundamental error of the old regulatory system.

The return which was adequate for certain of the more well-to-do carriers was entirely insufficient for the poorer roads, and this variety of conditions has been constantly the one main rock upon which the old system of regulation has, in my opinion, gone to pieces.

The thing needed is a return to the roads which in itself will be of sufficient certainty and amount as will attract adequate capital to them for the necessary extension, construction and maintenance of the properties in condition to render service of the highest order to the public at the greatest economy. The railroads should have not less than one billion dollars per year for such purposes.

One of the things which has made railroad operation more expensive than it might otherwise have been, has been the hazard which capital assumed in railroad investment and the fears that a reasonable return could not be gained under the haphazard form of regulations.

The effect of adopting a standard return as a guide to the regulators would be an assurance of adequate capital on the most favorable terms for railroad operations which in turn would be reflected in the lowest rate level and charge for transportation that the public could hope for.

There was also the persistent suspicion on the part of many of the public, and possibly all of the railroad labor organizations, that over-capitalization was the prime trouble of the railroads, and the feeling that if rates were upon such a plane as would yield a liberal return, that neither the public or labor would share in the profits.

There being no representation of the public or regulatory bodies in the management of the railroads, was a factor which might have been

(Continued on Page 348.)

WALKER D. HINES ADDRESS.

(Continued from Page 347.)

avoided if the management and the regulatory authorities could have been brought closer together and a common discussion and understanding had of the necessities of the carriers in the first instance, and previous to litigation.

The proper permanent remedy for the situation, in my opinion, lies along the following lines:

The organization of the present railroads into some 12 to 20 regional railroad systems, in such manner as will retain competition and a fair average service to the public, this to be done by compulsory legislation, and not be left to strong lines to voluntarily absorb the weaker ones;

The official sanction of the capitalization of such regional railroad systems by official assurance of rates and revenues, sufficient to yield proper returns, and to remove the uncertainty of regulation, thus reducing the cost of capital, and the expense which the public must bear;

Direct Government representation on the railroad management board and representatives of the railroads on the regulatory bodies, thus causing mutual participation by the Government and the railroads in the management and regulation of the properties;

Preservation of private initiative by providing for profit sharing between owners of the roads, the Government or public and railroad labor, in surplus railroad earnings.

I admit that this is a radical program, but in my opinion, nothing short of something radical will meet the situation.

Radical as it may seem, the general plan suggested is intermediate between the abrupt turning back of the railroads, to get along as best they may under the old regulatory system, subject to the suspicions of the public and labor on the one hand, and outright Government ownership on the other."

Mr. Hines closed after expressing the appreciation of his party for the hospitable reception and entertainment tendered by the business men, and an earnest appeal to every member of the Chamber present, to take serious thought of the railroad situation and assist in working out a constructive permanent solution of it.

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AMERICAN BUSINESS.

(Continued from Page 312.)

In 1912. Experience has now demonstrated ways in which the Chamber should expand its organization to accord with its increasing responsibilities and obligations and to assure representation of every division of American commerce and industry. The form of such development has been very carefully elaborated by the Board of Directors, approved by the National Council, and placed before this convention. We therefore recommend that the Board of Directors should proceed with this reorganization.

WASHINGTON BUILDING.

A permanent and suitable building for the occupancy of the Chamber at Washington as its national headquarters has now become desirable for efficiency in the conduct of the Chamber's activities and for the convenience of its members. The expansion in organization upon which decision has been reached makes this an especially opportune time to enter upon this project. Such a building will suggest the permanency to which this organization has attained and should be such as to represent creditably a great national interest. We accordingly urge the Board of Directors to take all steps necessary or advisable to this end.

OTHER IMPORTANT SUBJECTS.

This convention has given serious consideration to the problems of the Railways, the Merchant Marine, and Industrial Relations, but owing to the fact that the Board of Directors of the Chamber either has or will provide for referenda on these subjects, resolutions thereon are not submitted in this report.

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LEGISLATIVE BUREAU BULLETIN NO. 13.

(Continued from Page 346.)

hicle which has been tampered with by altering, removing, destroying or defacing the manufacturer's serial number on the engine thereof, and to provide penalties for the violations of the provisions of this act.

507 S. B. An Act to amend article 2, chapter 12 of the Revised Statutes of Missouri, 1909, as amended by act approved March 25, 1915, as appears in laws of Missouri, 1915, page 102 et seq., and as further amended by an act approved April 10, 1917, as appears in laws of Missouri, 1917, page 142, concerning banks, trust companies, savings banks and safe deposit institutions, by repealing section 71 of said acts and enacting a new section to be known as section 71, concerning recerves required to be held against demand deposits in banks.

508 S. B. An Act to amend article 13, chapter 12 of the Revised Statutes of Missouri, 1909, as amended by act approved March 25, 1915, as appears in laws of Missouri, 1915, page 102 et seq., concerning banks trust companies, savings banks and safe deposit institutions, by amending section 138 of said act, concerning reserves required to be held against demand deposits in trust companies by striking out certain words.

509S. B. An Act to amend section 8 of an act approved March 25, 1915, laws of Missouri, 1915, page 102 and following, being an amendment of article 1, chapter 12, of the Revised Statutes of Missouri, 1909, which said section and article concerns state banking department, by adding thereto certain words.

566 S. B. An Act to amend section 1 of an act entitled: "An act requiring domestic corporations and foreign corporations doing business in this state to pay an annual franchise tax; providing the method of procedure for ascertaining the amount thereof and for enforcing collection thereof; establishing a lien in support thereof; prescribing the duties of the state tax commission or of the state board of equalization, the state auditor, the state treasurer and other officers in connection therewith and prescribing the penalties and forfeitures for violations," approved April 9, 1917, laws of Missouri, 1917, pages 237 to 242, inclusive, by striking out the word, "three-fourths" wherever the same appears in said section and inserting in lieu thereof the word "one-tenth."

FARM LABOR ENROLLMENT CAMPAIGN.

Through its Agricultural Department the Chamber of Commerce will conduct a farm labor enrollment campaign approximately the last week in May for the purpose of enrolling harvest hands for Kansas wheat fields.

These fields comprise one-fourth of the entire acreage of the United States and as it requires practically five men to harvest the acreage that one man sows, it is estimated that 120,000 men must be brought to Kansas from outside the state to help harvest the greatest wheat crop since 1882. It is hoped to secure 10,000 men in Kansas City.

Dr. H. J. Waters, vice-president, in charge of the Agricultural Department, has ap-

pointed the following special Farm Labor Administrative Committee:

Dr. H. J. Waters, chairman; F. J. Banister, F. C. Marqua, E. R. Sweeney, S. B. Robertson, Bruce Forrester, Conrad Mann, J. N. Daniels, Solomon Stoddard, J. C. Swift, W. H. Weeks, R. L. Redpath, E. M. Tucker, Godfrey Swenson, Ben Hargis, H. L. Jarboe, H. L. Root.

The above committee will plan the campaign, while the regular Farm Labor Committee of the Chamber will put the plan into operation, the Y. M. D. co-operating, as is was the latter department that handled the farm labor enrollment campaign so successfully in connection with last year's wheat harvest.

WANTED—WAREHOUSE SPACE.

The Industrial Department has call for 8,000 square feet of floor space for a distributing warehouse for an eastern manufacturer. Location is desired if possible, near the express offices and post office. Members having such space available are asked to communicate with the Industrial Commissioner at once.

Traffic and Transportation

BILL OF LADING DECISION.

According to press reports, the Interstate Commission has handed down a long-delayed decision in the bill of lading case. The report of the Commission has not come to hand.

It is reported, however, that the provision of the bill of lading that claims for loss or damage of property shall be based on the valuation of the property at the time and place of shipment is stricken out, as in violation of the Cummins Amendment to the Interstate Commerce Act, which prohibits the limitation of carriers' liability in bills of lading or in tariffs. The provision is retained, however, in the export bills of lading.

The livestock contract will be considered in a supplemental report.

The view taken by the Commission on the value of the property at the time and place of shipment is the same as has been taken by court decisions recently.

IMPROVED MEMPHIS SERVICE.

Effective May 1, the St. L.-S.F. established fast freight train service from Kansas City to Memphis, to make the run in 28 or 29 hours. The train will leave Kansas City at 7 p. m.

This service will be of great benefit to the Kansas City Live Stock Market, as it will allow shipments of livestock to move from Kansas City to Memphis without unloading enroute. In the past, it has been necessary to unload this stock at least once enroute between Kansas City and Memphis, which has been a cause of complaint. During the season there is a large volume of horses and mules moved from Kansas City to the Southeast, and the improved service will do much to assist the Kansas City Horse and Mule Market.

The Department of Traffic took this matter up with the Frisco last February, and the subject has been under continued negotiation.

GENERAL ORDER CANCELLED.

The Director General has cancelled General Order 43, which prohibited the garnishment of money in the hands of the railroads under Government control. It is the understanding that this matter will be left to the determination of the courts, as some of the courts have ruled that such money is not subject to garnishment, whether or not there might be a general order on the subject.

M. K. & T. TO FORT WORTH.

The M. K. & T. is now an authorized route on L. C. L. shipments to Ft. Worth, Texas. All should change their Sailing Day Schedules accordingly.

MILWAUKEE PERISHABLE FREIGHT SCHEDULE.

The C. M. & St. P. have advised that after May 1st their schedule, providing for receiving perishable freight on Thursday of each week for points Kansas City and East, has been discontinued, owing to the scarcity of ice.

LAKE-RAIL RATES.

In the last issue of The Kansas Citian appeared an article in regard to the establishment of standard Lake and Rail rates on 10c first class differential basis, effective April 24.

The same tariff carries differential Lake-Rail rates via the Canada-Atlantic Transit Company. Following are the differentials under standard all-railrates:

Class....	1	2	3	4	5	6
	18c	14c	11c	8c	8c	6c

These rates apply from New York via the Central Vermont, from Pier No. 29, East River.

CANAL-LAKE-RAIL RATES.

Freight rate authority has been issued for establishment of class and commodity rates from eastern points, to Chicago, St. Louis, etc., via Erie Canal Barge Line, and lake and rail. The rates on classes will be the following differentials on classes under standard all-rail and standard lake and rail rates.

	Class 1	2	3	4	5	6
Under standard all-rail rates.....	20	16	12	8	8	6
Under standard lake-rail rates....	10	8	6	4	4	3

Rates on commodities will be based differentially under commodity rates via lake-rail routes.

The rates include insurance while on the Erie Canal.

Tariffs have not been received, but the Department has received announcement from the Shippers Navigation Company which indicates that the rates are effective. The Shippers Navigation Company is a non-Federal-controlled barge line. Full information may be obtained from W. McCrackan, General Freight Agent, 11 Broadway, New York City.

ROCK ISLAND TRAINS.

The Rock Island confirm the report that their trains Nos. 35 and 36 will be restored daily except Sunday, between Kansas City and El Reno, effective May 11. Train 35 will leave Kansas City at 7:35 a. m., arriving El Reno 9:25 p. m., and train 36 will leave El Reno 8:05 a. m., arriving Kansas City 9:50 p. m.

PERISHABLE FREIGHT TARIFF.

It is reported that perishable freight tariff No. 1, which has been the subject of many protests the Administration will go into effect in the Southeast as soon as copies can be printed. It is the intention to make the tariff effective later in the entire United States.

MATTERS BEFORE DISTRICT COMMITTEES. Kansas City Committee.

Docket 567-A.—Elimination of application class rates on Alfalfa Feed and Meal, C.L., from Kansas, Nebraska and Eastern Colorado, to Memphis and Ohio river, W.T.L. tariff 33-F, allowing combination of locals to apply. (May 7.)

Docket 677.—Readjustment rates Petroleum and products, C.L., from Mid-Continent field to Memphis. In some cases advances of 1c; in other cases reduction ½c. (May 7.)

(Continued on Page 351.)

TRAFFIC DEPARTMENT.

(Continued from Page 350.)

Docket 679.—To allow transit at Topeka on grain from Kansas City destined to points beyond St. Louis where rates made on St. Louis combination, at 3c out line haul charge. (May 7.)

Omaha Committee.

Docket 213.—Increase rates on Horses and Mules, CL, from Plainview, O'Neill, Neb., etc., to St. Louis, to \$98.50 per 30 ft. car, to correct typographical error. (May 7.)

Docket 214.—To publish rates on rice, sugar and molasses, from southern producing points to Lincoln (SWL tariff 37-1) on same basis as to Omaha. (May 14.)

Docket 216.—To publish rate on hogs of 27.5c, between Sioux Falls, Harrisburg, SD, and Omaha and Council Bluffs. (May 15.)

St. Louis Western Committee.

Docket 765.—Brick, stack, radial or radial chimney, fire clay, tank and furnace block, straight or mixed CL, CL min 50,000, from St. Louis, Fulton, Mexico, Vandalia and Versailles, Mo., to various Oklahoma points. Present rate 27c. Reductions, in many cases as much as 10c. (May 7.)

Docket 768.—Plate Glass and Plate Glass Mirrors, CL and LCL, from Crystal City, Mo., to points in WTL tariff 1-L, 18-I. Reductions generally. (May 7.)

Docket 770.—Reduction in rates on oil well supplies and iron or steel pipe, strt or mixed CL, Tulsa, Okla., to Texas. Present rates 66.5c and 50c. Proposed 30c.

Docket 771 and 170.—Cancellation of transit privileges at St. Louis and East St. Louis and intermediate points via St. Louis and East St. Louis, and providing for application of local or proportional rates to and from the transit point, on grain and grain products, in lieu of present transit arrangements, on grain originating at Missouri river and west thereof, to points in Arkansas, Louisiana and Texas, when transited at St. Louis, East St. Louis and intermediate points via St. Louis or East St. Louis. (May 7.)

Docket 773.—To publish rates on refined petroleum and its products, CL, from Ardmore and Lawton, Okla., etc., to points in Missouri, Kansas, Illinois, Iowa, Nebraska, in WTL tariffs 90 and 108, SWL tariff 79, on basis of 3.5c

over Tulsa. Present basis 5c over Tulsa. (May 7.)

Docket 774.—Publication Little Rock rates on grain, etc., from points in Colorado, Kansas, Missouri, etc., shown in Mo. Pac. tariff 2102-C, to points on St. L. K. & S. E. R. R., in lieu of combination of locals. (May 14.)

Docket 775.—Publication of Little Rock rates on Flour, from Santa Fe producing points in their tariff 7481-E, to Piggott, Ark.

Chicago Western Committee.

Docket 148.—To apply Peoria rates on wall plaster, stucco, plaster board, etc., from Ft. Dodge, Des Moines, etc., and Mississippi River points north of Alton, Ill., to points in Missouri, and points south of Kansas City along Kansas-Missouri state line. (May 6.)

Docket 149.—To eliminate "Hand eVehicles" (bicycles) from vehicle description on which class A rates apply, WTL Exception 1-N. (May 6.)

Docket 150.—C. & A. request authority to cancel weighing and reweighing charge now published in certain of its coal tariffs, and apply rules generally applicable for such service. (May 6.)

Docket 159.—To increase charge for ice from \$4 to \$6 per ton, May 1 to Nov. 1, 1919, at Chicago and Corwith, Ill., for icing refrigerators. (May 7.)

New Orleans Western Committee.

Docket 269.—Rates on hay and straw from Burnham, Sterling and Heath, Neb., on basis of 44c to Shreveport and 44½c to New Orleans involving some slight reductions, but in the case of Perth to Shreveport, a reduction of 22½c. (May 8.)

Dallas Committee.

Docket 305.—Revision rates on potatoes carload Kansas City and related points to points on P. & S. F. R. R., to not exceed combinations. (May 6.)

Docket 288.—Advance sugar straight carloads or in mixed carloads with molasses syrups, etc., St. Louis to Texas common points to 22c higher than rate in effect June 24, 1918. (May 8.)

Docket 331.—To include scrap aluminum, scrap tin-foil and scrap pewter in junk mixtures. (May 13.)

Docket 355.—To restrict rates on P. H. P. in S. W. L. tariff 33-Q to apply on tallow edible

(Continued on Page 353.)

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Clagett Storage & Transfer Co.

(Continued from Page 351.)

in tight wooden packages or in tank cars (May 13.)

Docket 837.—For publication rate $37\frac{1}{2}$ c pig lead, carloads, minimum 36,000 lbs. from Kansas City, Joplin and intermediate points on K. C. S. to Houston, Tex. Present rate $72\frac{1}{2}$ c. Also for rate $42\frac{1}{2}$ c from Omaha in lieu of present rate of $77\frac{1}{2}$ c (May 13.)

Rates Authorized.

F. R. A. 6584—Sheep SD between stations in Kansas for joint two line service.

F. R. A. 6715—To include pickles (cauliflower, cucumber, dill weed, kraut, kraut brine, onion, tomato) in metal cans, boxed, in items 195-B, and 200-N, TC tariff 2-N; items 260-G and 265-E TC tariff 3-M; item 136-B of TC tariff 7-H; and items 115-B and 120-B of Transcontinental tariff 10-E; from California terminals and intermediate points to eastern destinations.

F. R. A. 6825 To amend C. M. & St. P. transit circular 7015-B and C. R. I. & P. circular 18361-1a to allow transit at Kansas City, Omaha, Council Bluffs on grain from Iowa, Minnesota and Dakotas to points in Kansas, Oklahoma, Arkansas, etc.

Canal-Lake-Rail Rates.

F. R. A. 6384—For establishment commodity and class rates, from eastern points, via rail-lake-Erie Canal, to western points, following differentials under standard all-rail and under standard lake-rail, on classes. (See item preceding pages.)

F. R. A. 6676—To amend Item 1525, Union Pacific Circular 100-A, by publishing the following item in lieu of present item.

"In cases where cars are overloaded and such overloading is discovered at originating point, shipper will be given an opportunity to unload the surplus without charge being made for switching. If, however, it is necessary for the Railroad Company to transfer the car, in part or whole, either at point of origin or at any point enroute, shipper will be assessed with actual cost of such transfer minimum charge being \$5.00 per car. The freight charges will be based on the actual weight at the carload rate, subject to the minimum weight ap-

plicable on the car originally loaded."

**LIST OF RESOLUTIONS FOR PUBLIC WORK
SENT TO THE BOARD OF PUBLIC
WORKS FOR ADOPTION
APRIL 25, 1919.**

Grading.

77th Street from Holmes to Troost. (4 installments.)

36th Street, from Monroe Avenue to Cleveland Avenue (4 installments).

Artificial Stone Curbing.

22nd Street, both sides from east line McCoy Avenue to west line Holmes.

Artificial Stone Sidewalk.

39th Street, north side from Summit to Penn Street.

Sheet Asphalt Pavement.

Forest Avenue from south line 17th Street to north line 19th Street.

10th Street from east line Troost Avenue to west line Tracy Avenue.

10th Street from west line Lydia Avenue to west line The Paseo.

Portland Cement Concrete Pavement.

Warwick Trafficway from south center line 27th to east center line Main.

Paving Business Street.**Sheet Asphalt Pavement.**

McGee Street from south line 9th to south line 11th.

McGee Street from south line 14th to north line 15th.

Main Street from center line of 31st to south line 33rd Street west.

Main Street from south line 33rd Street west, to north line 39th.

31st Street from east line Woodland Avenue to west line Brooklyn Avenue.

Reconstructing Brick Block Pavement (3-inch Block.)

Brooklyn Avenue from south line 12th to north line 15th.

Brooklyn Avenue from south line 15th to north line of right of way K. C. Terminal Railway Co.

Hearing of Property Owners May 13, 1919.

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THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 19

KANSAS CITY, TUESDAY, MAY 13 1919

In this Issue

Trade Trip Wonderful Success

Employment Bureau Jobs

Win Constitutional
Amendments

The New Agriculture

Legislature Bulletin

Traffic News

AGRICULTURE

CITIES DO NOT GROW^s THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

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ANNUAL ELECTION.

Ballots by which the membership at large shall choose six members of the nominating committee of eleven have been mailed, returnable on or before May 16.

The Board of Directors is also submitting three amendments to the present by-laws, providing for the election of a president of the Chamber from the membership at large.

MAY ORGANIZE

FOREIGN TRADE CLUB.

At a meeting of the Foreign Trade Committee last Thursday, consideration was given to the organization, in connection with the Chamber of Commerce, of a Foreign Trade Club, for the interchange of ideas and discussion of Foreign Trade subjects among those directly interested in promoting expert business for Kansas City concerns.

The club would probably be built on lines somewhat similar to the well known salesmanship and advertising clubs, and would it is believed, do much toward furthering the interest of Kansas City people in export business. While it would be organized by the Foreign trade committee, it would be separate and distinct from it, the Foreign Trade committee continuing to be in a large part for the consideration of policies, rather than of the details of foreign trade.

The suggestion is the outgrowth of the recent National Foreign Trade convention held in Chicago last month, and is being made the subject for discussion at a special meeting of the Foreign Trade committee this afternoon. In addition to the members of the committee proper, delegates to the Foreign Trade Convention have been invited to meet with the committee, and take part in the discussions.

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Trade Trip's Wonderful Success

OUR ideas of the Great Southwest have undergone a wonderful change as the result of the big trade extension trip last week. The ideas we had prior to making the trip were based on what we knew of Kanss, Texas and Oklahoma three to five years ago. Today there is not a member of last week's delegation who would not, if he could, buy land along the route we followed.

It was a great thing for the whole-salers, manufacturers, bankers and other men of big business affairs to leave their desks and businesses for a week's introduction to Kansas City's choicest trade territory. We have all learned of the wonderful advantages agricultural and otherwise of that territory and we have noted present conditions.

The choice of the route and the dates were fortunate. We called on the merchants, manufacturers, bankers, stock and grain men of fifty-three towns into which there will soon pour an unprecedented volume of money for the crops that are now maturing. It was a psychological moment for us to visit them.

The receptions accorded our party everywhere, even in territory that has been more or less conceded to other markets, were remarkable demonstrations of kindly feelings towards Kansas City.

Every man on the train expressed the greatest satisfaction that he had made the trip and looks for big returns. The gloom of a year ago has disappeared entirely and now nothing but optimism prevails. The twenty-eighth annual trade extension trip was a wonderful success.

B. A. PARSONS, President.

"Victory Special" Generates Co-operation

THE "Victory Special" has carried into the great Southwest a new meaning and a broader vision out of which has emerged the idea of service—service to the country and to our City.

The unanimity that has come into business through the concentrated work in war activities has entered this trip and ridden throughout the route.

Constructive co-operation is better than destructive competition.

This idea has been carried as a slogan and is now the watchword of the Kansas City territory.

A glance at the personnel will show why this doctrine has become so broadcast.

Bank presidents, owners of large mercantile houses, men vitally interested in their own business have seen fit to leave those duties to come out into

a territory resplendent with opportunities.

Officers of large corporations have marched up the streets distributing the souvenirs supplied by other industries.

The "trippers" have become one large family and their pleasure has been secured in helping the other fellow.

The average age of the "trippers" is still in doubt, but age has made no difference in the vigor and energy displayed in rendering the greatest possible service to Kansas City.

The "Victory Special" has taken into the territory the pleasing information that the war is over, that victory is our's and that from now on, the great Southwest territory is ready for merchandise dispatched from Kansas City, the Heart of America.

HARRY S. FRAZER,

EMPLOYMENT BUREAU.

The Soldiers and Sailors Employment Bureau, located in the Chamber of Commerce office, has on file the following applications. These men are available immediately and any member who can make use of their services can secure full information by calling Mr. B. O. Taylor, Main 119. These are all ex-service men. The salary named is that which they were paid in their last positions.

1. **Employment Manager.** Age 40, college graduate, desires work of an executive nature. Former salary \$3750 per year.
2. **Office Manager.** Former chief clerk for gas company. Salary \$2100. 11 years' experience.
3. **Office Manager, Credit Man and Cashier.** Age 26, high school education. Desires office position. Salary \$150 per month.
4. **Bank Cashier.** Bachelor of Science, age 29, desires banking or financial work. Salary \$2,000. 5 years' experience.
5. **Accountant.** Age 25, high school and business college education, 5 years' experience. Salary \$1800.
6. **Travelling Salesman.** Age 25, graduate University of Missouri, desires position as salesman or salesmanager. Salary \$150 per month plus commission.
7. **Office Manager and Claim Agent.** Age 26, graduate Western Reserve University.
8. **Salesman-Correspondent.** Age 35, desires position as office manager or other office position with manufacturing or wholesale organization. 16 years' experience. Salary \$1650.
9. **Employment Manager.** Age 28, 1 year Mechanics Institute, Rochester. Salary \$2500.
10. **Clerk.** Age 22, graduate Polytechnic College. 5 years' experience. Salary \$120 per month.
11. **Clerk.** Age 23, 4 years' experience, 3 years high school. Salary \$106 per month.
12. **Bookkeeper and General Office Man.** Age 22, business college education, 6 years' experience. Salary \$100 per month.
13. **Bookkeeper and Office Man.** Age 21, high school education, 8 months' experience. Salary \$100 per month.
14. **Clerk.** Age 22, grade school education, 3 years' experience. \$25 per week.
15. **Clerk.** Age 25, 2 years college education, 6 months' experience with electrical concern. \$100 per month.
16. **Clerk and Salesman.** Age 21, high school graduate. Desires clerical work. 4 years office experience. Salary \$125 per month.
17. **Bookkeeper and Accountant.** Age 29, graduate commercial college, 8 years' experience. Salary \$125 per month.
18. **Graduate of business college,** age 34, desires position of traffic, sales or executive nature. 16 years' experience. Salary \$125 per month.
19. **Clerk.** Age 27, high school education. Salary \$115 per month.
20. **Clothing Salesman.** Age 21, 1 year experience. Salary \$110 per month.
21. **Salesman.** Age 27, graduate business college, 2 years' experience.
22. **Clerk.** Age 24, high school education, 6 years' experience, \$120 per month.
23. **Chemist.** Age 30, attended Perdue University, 6 months' experience. \$150 per month.
24. **Chemist.** Age 22, 4 months at Yale. De-

PAN AMERICAN COMMERCIAL CONFERENCE.

Announcement has just been made by the Pan American Union through John Barrett, Director General, of a Pa American Commercial Conference to be held in the Pan American Building at Washington, D. C., June 2-5.

The Pan American Union is the international organization and office of the American Republics devoted to the development of commerce and intercourse among the American Republics, and has as its governing board the Secretary of State of the United States and the Latin American Diplomatic Representatives in Washington.

Through them an invitation is extended to all members of the Chamber of Commerce of Kansas City to attend this conference. It is expected that there will be a large attendance of these interested in the development of commerce between the United States and the other American Republics.

Further announcement will be made through these columns when the program is finally arranged.

WHEAT CROP.

The Agricultural Department is in receipt of a bulletin from the Chamber of Commerce of the United States issued by its committee on statistics and standards. This bulletin estimates the Nation's winter wheat crop at 900,000,000 bushels, an increase of nearly 33 per cent over the record-breaking crop of 1914, and an acreage never before equaled in this country.

The Chambers of Commerce will bend every effort in the near future to enroll in Kansas City 12,000 laborers to be sent as harvest hands into the Kansas wheat fields in order that this great crop worth \$475,000,000 may be saved.

sires work as assistant in laboratory. 2 years as bacteriologist.

25. **Hotel Clerk or Cashier.** Age 22, 2 years' experience. \$25 per week.
26. **Mining Engineer.** Age 28, graduate of Missouri School of Mines. 4 years' general experience. Can handle construction work. Salary \$125.

The Employment Bureau can also furnish men in various other lines. Particular attention is called to one application from a former salesman, age 30, 3 years' college work, 4 years' experience as salesman, former salary \$200 per month. This man was injured in both feet and cannot do work that will keep him standing or walking. His eyes are also somewhat weak from injuries received in action. If any member can use such a man, notify the Employment Bureau.

CONSTITUTIONAL AMENDMENTS.

The action of the State Legislature on Wednesday, May 7, in passing constitutional amendment providing for increased charter making power for Kansas City and the amendment providing increased bonding limitation marks the greatest legislative victory of the Chamber during the session.

Ever since the Department of Civics was organized it has been working for these measures. Last summer the Charter Committee through the personal efforts of its members raised over \$5000 which was used to secure signatures to petitions all over the state to put the charter making amendment on the November ballot. This amendment went down to defeat together with all other amendments submitted at that time. The next effort was to have this amendment and the amendment providing for increased bond limitation submitted at the next general election by the Legislature. The amendments were introduced by Senators Greene and Casey and through their cooperation with the Chamber of Commerce and the city officials were finally passed.

The success of these amendments was not attained without a large amount of work and it was only on the last day for consideration of bills of this kind that the final combined effort of all interested was able to gain a vote. When action finally came the measure passed both Houses within a day.

Much credit is due for the Department's success to the Charter Committee, consisting of Henry M. Beardsley, Chairman, George H. Edwards, J. A. Harzfeld, George H. Davis, Herbert V. Jones, W. B. Henderson, John T. Harding and A. N. Gossett. It was only through the constant and persistent efforts of this committee, extending over a period of more than a year, that the final success was attained.

The passage of the amendments by the Legislature, however, does not mean that the work is done. They must still be voted on by the people of the state. There is every prospect that the election in November, 1920, will be the most favorable for constitutional amendments that has been held in years. Work to secure a favorable vote will begin at once. The cooperation of every city official, civic organization, and individual in the city will be sought in this effort.

The amendment to give Kansas City more freedom in charter making provides that the present restrictions which make necessary a two house council with a Mayor as chief magistrate may be abolished. It greatly simplifies the procedure necessary to se-

EDUCATIONAL EXHIBIT AND CONGRESS.

The National Association of Stationary Engineers held in September a convention and exposition of importance and considerable standing in the convention world. Kansas City entertained the delegates in 1912, and Convention Hall was occupied with a display of engines and machinery worthy of attention.

Mr. Roderick MacKay of Los Angeles, Cal., President, and Mr. Fred W. Raven of Chicago, Secretary, on invitation of Convention Bureau visited Kansas City Wednesday, May 7. They investigated Convention Hall conditions for the convention and exhibition of 1920, and declared that in their opinion it was one of the best buildings in the country and would suit their purpose admirably.

The gentlemen were pleased with their visit to the Chamber of Commerce, Hotels Baltimore, Muehlebach, Coates, and other hotels, and declared that their several thousand delegates could be well taken care of in the standpoint of hotel accommodations in Kansas City.

All conferences and meetings of the National Association of Stationary Engineers are along scientific and educational lines. President MacKay is a member of a very prominent Los Angeles Civil Engineers and Contracting firm, and one of the planners and constructors of the great water works system of the "Angel City."

GEORGE W. FULLER

As we go to press we have learned of the death of George W. Fuller, one of the founders of The Chamber of Commerce.

Of the original nine, he was the last to leave us. He was our president for the year 1894-95. Next week we will publish something of his life and Chamber of Commerce activities.

cure a new charter and makes possible a more democratic method of securing the new charter and for the election of a charter commission. It also removes the necessity of publishing amendments to such charter in a German language newspaper.

The amendment increasing the bonding power applies to all cities of the state of over 75,000 population. Under this amendment the bonding limitation of the city is raised from 5 to 10% of the assessed valuation. In addition bonds to the extent of 20% of the assessed valuation may be issued for the purchase of public utilities. These bonds will not be charged against the debt making power of the city but will constitute a mortgage on the utilities and their revenue.

GARBAGE CONTRACT.

On April 28 the City Council refused to confirm the contract made by the Board of Health for collection and disposal of city garbage. The contract under which the work is now being done expired on the 15th of last December. If the new contract is unsatisfactory it is now necessary for new plans to be drawn up. The Mayor and certain members of the Council Committee having this matter in charge have expressed themselves as favoring new methods of handling this problem. Service has been unsatisfactory for some time and there is room for improvement and for trying new methods. Last September three months before the expiration of the present contract the Department of Civics made a study of the problem and made the following recommendations to the Board of Health:

"In view of the fact that the present garbage collection and disposal is not entirely satisfactory and that a new contract must be entered into in time for the contractor to start work the 16th of December, the following suggestions are made:

1. That detailed specifications be prepared covering all phases of the work to be performed.
2. That two alternative sets of specifications be prepared, the first for collection and disposal and the second for disposal only.
3. That bids be asked for as soon as possible on both sets of specifications.
4. That the request for bids be advertised widely to secure as many returns as possible.
5. That the contract be left to only one contractor without the right to sub-let either in whole or part.
6. That the contract be let by November 1st if possible so as to give contractor opportunity to get ready for work—if contract is let to a new contractor.
7. That all payments be on a per ton basis.
8. That there be made provision for change in contract rates if conditions demand.
9. That provision be made for adequate inspection.
10. That disposal be as carefully regulated as collection.
11. That contract be for a term of 5 years unless equally favorable terms can be secured for 3 years.
12. That provision governing forfeiting of contract be included.
13. That penalty for non-performance be provided and enforced.
14. In case the city takes over collection that the point of delivery to disposal contractor be fixed.
15. That standards be fixed covering sanitation, house treatment of garbage, number of collections, reports and records, types of wagons, and trucks, garbage content, transportation, disposal,

FINANCING THE CITY FOR 1919.

The ordinance fixing the apportionment of funds between the various city departments was presented to the Council at its meeting on April 28.—The Lower House referred it to Conference Committee. Under the procedure in effect at the City Hall each department is asked to send in an estimate of the amount of money it will need for the year. These requests are tabulated and totaled. If the total of the request is more than the total revenue expected, as it always is, then the mayor and the financial officers in conference with department heads make reductions until the total of the requests does not exceed the total of the estimated revenue. After this the apportionment is drawn up in ordinance form and presented to the Council.

Last years the Council disagreed with the mayor's apportionment and refused to confirm it. The mayor refused to agree to the changes suggested by the Council and as a result no ordinance was passed. The city operated through the year without an apportionment ordinance, all departments drawing on the general fund. This failure to set a definite limit on the expenditures of each department was one of the factors responsible for the large deficit which accumulated by the end of the year.

It is always a difficult problem to keep expenditures within revenue and to do so without definite limitations on expenditures by departments is doubly hard. Two weeks of the present fiscal year have already passed and action of the Council on the present year's apportionment is necessary at once for the most effective possible check on this year's operation.

time of collection, distance from city of disposal plant, etc.

Mayor Cowgill and other city officials concerned are at present considering a new type of disposal which, while not at present in operation in any city, seems to offer a satisfactory solution of the disposal part of the problem. Under his scheme the garbage is reduced to a dry hog food which in a ground form is mixed with ground corn.

Under the scheme proposed the city will let a contract for collection of garbage and dispose of it in its own plant, and will sell the product to a company which will mix it with corn for the finished product. A serious objection to this plan is that it does not solve the greatest difficulty from the sanitary standpoint. That is, the city leaves collection to a private contractor with possible unsanitary practices now in operation.

The New Agriculture

THE above title was the subject of a very interesting talk delivered at the Y. M. D. luncheon last Wednesday by Dr. Wm. M. Jardine, President of the Kansas State Agricultural College, Manhattan, Kansas.

Dr. Jardine stated that 'as industries were having to adapt themselves to new conditions, so were the farmers having to adapt themselves to revised methods of farming. These methods must not only re-adapt but must provide for the utilization of former wastes. Formerly skimmed milk, horns, hairs, hoofs, etc., were cast aside, whereas today these same articles were furnishing the basis of profit in farm management.

"We in Kansas and the surrounding territory have long been thinking in terms of wheat and during recent years it is right and just that we did, for it was our contribution to a successful prosecution of the war. But with the war over we should plan to revert to a normal program providing for a more permanent agriculture by giving attention to the production of other commodities than wheat, thereby providing greater diversity of production and avoiding wide fluctuations. In place of wheat we must turn to the production of more cattle, more dairy cows, more hogs and more sheep. In the transportation certain difficulties will arise which we must iron out. We must become more business like and in the development of the new agriculture, let me say to you that The Chamber of Commerce can do no finer thing than to act as a third party in securing all of the facts and with these facts on the table, bring producers and distributors together in a more harmonious relation.

"The reason our points of view are different is because we do not have THE FACTS. We find at the present time, the producers and distributors of milk at loggerheads and all because neither side is able to comprehend the difficulties encountered by the other. The consuming public does not realize the cause for the present high cost of milk, which even though now selling

at 12 or 13c a quart remains the cheapest food available for human consumption. Milk at 12 or 13c a quart compared with the price of 8 or 9c of a few years ago is but comparable to the increases on all other commodities."

Dr. Jardine in making an appeal for more dairy cows to be put upon the farms, stated that "cows and land were worth twice as much as double the amount of land without the dairy cows." He further made an appeal for the Chamber of Commerce to get behind a program that would put more live stock, whether dairy cows or other forms, on Kansas farms, thereby adapting the wheat belt to a more diversified farming program.

Dr. Jardine made a clear case of his appeal for "the facts" proving as he did, that the difficulties and misunderstandings in the marketing of agricultural commodities was due purely to a poorly informed public and that with an interchange of facts between both sides, the situation would be understood and the difficulties removed.

Mr. E. E. Frizell, farm help specialist for the State of Kansas, made an appeal for Kansas City to rally to the support of Kansas farmers in an effort to save the \$475,000,000 wheat crop, which amount of money he pointed out would find its way to the city banks and in turn become the city man's money in return for his wares and merchandise. Mr. Frizell stated that Kansas City firms were being asked to lend their heavy laborers for a 15 day period out of the 365 days of the year, whereas if the farmers of Kansas failed to save their crop in 15 days, the results of their year's effort were lost with a resulting loss to every merchant and manufacturer in Kansas City.

The luncheon was conducted by the Agricultural Department of The Chamber of Commerce, Mr. F. C. Marqua presiding and Dr. H. J. Waters, Vice-President in charge of Agricultural Department, introducing the speakers.

CONVENTION DATES SET.

During the last two or three months a number of conventions have been placed for Kansas City, among them being the Missouri State Auditors Association, May 26-27, Rock Island Railway Claim Agents, May 15; Fraternity of Operative Millers of America, June 2-7; National Association of Macaroni Manufacturers, June 3-4; National Con-

vention of International Fire Chief's Association, June 24-27; Southwest Water Works Convention, June 23-26 inclusive; Southwestern Interstate Coal Operator's Association, June 10; Missouri Valley Photographers Association, July 7-8-9-10; Southwestern Amateur Press Association, July 15; Southern District Ry. Claim Agents, July 20-23; Mid-West Retail Clothiers' Association Conference, June 11 and 12.

The Trade Trippers

EVERY member should know the full personnel of the "Victory Special" trade emissaries, who gave last week to the extension of Kansas City's trade throughout the states of Kansas, Texas and Oklahoma. To be sure every man benefited individually, but the benefit to Kansas City is much broader than that. The message carried by the trade boosters was one of confidence, and there was gathered in return knowledge of the territory visited that will insure better trade co-operation in the future.

It was a great trip and credit for the splendid effort should go to the committee headed by Harry S. Frazer, chairman, and Messrs. W. Malcom Lowry and John W. Jenkins, III, vice-chairmen. But it should go farther. It should extend to every one of the trade missionaries to whom all business men of Kansas City are indebted.

The "Victory Special" was a worth while effort, splendidly conceived and splendidly executed. The delegation was lucky in missing all of the severe storms in that section during the week; not a man was injured or sick, and not a single man had a single kick to register on his return, against the management of the big undertaking.

There is no doubt of great good coming to Kansas City as a result of the 28th Annual Trade Extension Trip. That good will apply not only to Kansas City, but in a mutual way to every one of the towns visited.

Accountants, Public:

Marwick-Mitchell-Peat & Company,
E. J. POWELL, Manager.

Advertising Agencies:

Potts-Turnbull Advertising Company,
F. E. WHALEN.

Architects:

Smith, Rea & Lovitt,
FRANK S. REA.

Athletic and Sporting Goods, Talking Machines:

Schmelzer Arms Company,

A. A. TROSTLER, Secretary.

Automobiles:

Sam F. Baker Motor Company,
SAMUEL F. BAKER, President.
Buick Motor Company,
J. F. MARTIN, Manager.
Dort Sales Company, Dist. of Automobiles,
R. R. BUSH, President.
Hudson-Brace Motor Company,
W. J. BRACE, President.
Studebaker Corporation of America,
A. J. BRECHTEL, Mgr. Automobile Dept.

Automobile and Tractor Schools:

Rahe's Automobile & Tractor School,
HENRY J. RAHE, President,
CLYDE H. SMITH, General Manager.

Automobile Tires and Supplies:

The B. F. Goodrich Rubber Company,
G. O. SIMPSON, Manager.

Automotive Equipment:

The Equipment Company,
W. S. REID, Vice-Pres. and Sales Manager.

Banks and Financial Institutions:

Commerce Trust Company,
W. S. McLUCAS, President.
Commonwealth National Bank,
R. J. POTTS, Assistant Cashier.
Drovers National Bank,
H. L. JARBOE, President.
IRA GASKELL, Cashier.
Fidelity Trust Company,
D. A. McDONALD, Vice-President.
First National Bank,
A. C. JOBES, Vice-President.
Interstate National Bank,
DAVID T. BEALS, Assistant Cashier.
Midwest National Bank,
HARRY WARREN, Vice-President.
National Bank of Commerce,
R. P. BREWER, Vice-President.
C. M. VINING, Assistant Cashier.

National City Bank.

CHARLES H. MOORE, Vice-President.
New England National Bank,
PROCTOR M. MASTERS, Assistant Cashier.
State Bank of Kansas City
F. C. MITCHELL, Vice-President.
Traders National Bank,
FRANK H. WOODBURY, Jr., Asst. Cashier.

Barber:

The R. A. Long Building Barber Shop,
S. F. HERR.

Bonds and Investments:

Brittain Bond & Investment Company,
F. L. BRITTAIN, President.

Biscuit, Cracker and Candy Manufacturers:

Loose-Wiles Biscuit Company,
GEORGE WILD, Sales Manager.

Cement and Lime:

Lehigh Portland Cement Company,
T. L. HUGHES, General Sales Manager.

Builders and Building Material:

Fogel Construction Company,
PAUL M. FOGEL, Vice-Pres. and Manager.
Patent Vulcanite Roofing Company,
F. J. MCGINLEY, Manager.

Chamber of Commerce:

B. A. PARSONS, President.
S. B. ROBERTSON, Vice-President.
J. M. GUILD, General Secretary.
E. M. CLENDENING, Asst. to the President.
W. S. McLUCAS, Treasurer.
HARRY S. FRAZER, Chairman Trade Extension Committee.

Chicle:

American Chicle Co:

E. M. Hankard,
D. WINON, District Salesmanager.

Cigars:

Ricksecker Cigar Company,
DON P. RICKSECKER, Secretary.

Clothiers and Men's Furnishing Goods:

Rothschild & Sons,
ALFRED P. ROTHSCCHILD.
J. M. HERRIGAN.

Woolf Brothers Furnishing Goods Co.,
DAVID M. LIGHTON, Vice-President.

Coal:

Gray-Bryan-Sweeney Coal Company,
T. PERCY BRYAN, Secretary.
Jackson-Walker Coal & Mining Company,
GEORGE H. PARKER, Gen. Sales Manager.

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Condensed Smoke:

The E. H. Wright Company, Ltd.,

E. H. WRIGHT, Chairman, Board of Mgrs.

Drugs and Druggists' Sundries:

McPike Drug Company,

A. G. McPIKE, Vice-President.

Parke-Davis & Company,

B. A. PARSONS, Manager.

Dry Goods, Wholesale:

Burnham-Munger-Root Dry Goods Company,

WILLISTON P. MUNGER, (first four days).

H. T. Poindexter,

FRANCIS POINDEXTER.

Smith-McCord-Townsend Dry Goods Co.

C. C. WRIGHT, General Sales Manager.

Electrical Machinery, Storage Batteries and Repairs:

Denton Engineering & Construction Company,

A. P. DENTON, President.

General Electric Company.

WILLIAM MORGAN HAND, Mgr. Kansas City Office.

Independent Electric Machinery Company,

J. E. LAUNDER, President and Treasurer.

Westinghouse Electric & Manufacturing Co.,

F. F. ROSSMAN, Branch Manager.

Electrical Supplies:

B-R Electric Company,

E. L. FOUTCH, Vice-President.

J. M. STEPHEN, Sec'y and Sales Manager.

Bryan-Marsh Division National Lamp Works of General Electric Co.

SAM FURST, Manager.

Funsten Electric Company.

FITZHUGH L. FUNSTEN, Vice-President.

Kellogg Switchboard & Supply Company.

H. N. FARIS, Manager.

Missouri Valley Electric Company,

H. A. ESLER, President.

Western Electric Company,

F. B. UHRIG, Manager.

Elevator Repairs:

Montgomery Elevator Service

GEORGE S. MONTGOMERY, President.

Engineers, Consulting:

Henrici-Lowry Engineering Company,

W. MALCOM LOWRY.

Envelope Manufacturers:

Midwest Envelope Company,

HARRY F. NAVRAN, President.

Furniture, Wholesale:

Abernathy Furniture Company,

A. W. HULMES, Sales Manager.

Helmert Manufacturing Company,

GEO. J. HELMERS, Sales Manager.

Gas:

Empire Gas & Fuel Company,

RALPH E. MORRISON.

Grafonolas and Records:

Columbia Graphophone Company.

E. A. McMURTRY, Manager.

Grain:

Simonds-Shields-Lonsdale Grain Company.

FRED B. GODFREY, Manager Coarse Grain Department.

Vanderslice-Lynds Mercantile Company,

E. R. STRIPP.

Grocers, Wholesale:

H. D. Lee Mercantile Company,

J. M. MITCHELL, Advertising Manager.

Hardware:

Richards & Conover Hardware Company,

J. E. WOODMANSEE, Assistant Treasurer.

Joe Timmer Hardware Company,

JOE TIMMER, President.

Townley Metal & Hardware Company,

ERB KREIDER, Secretary.

Hardware and Implement Specialties:

Harbison Manufacturing Company,

J. H. HARBISON, Secretary.

Stowe Supply Company,

J. W. DENNIS, Sales Manager.

Hotels:

Hotel Baltimore,

WALLACE N. ROBINSON, President.

JAMES KETNER, Vice-President.

Institute of Fine Arts:

The Horner-Witte Institute of Fine Arts.

ROLAND R. WITTE, Concert Manager.

Insurance and Loans:

Employers' Indemnity Corporation,

HAROLD WOODHEAD, Vice-President.

Massachusetts Bond & Surety Co.,

W. A. OSGOOD, Kansas City Manager.

Royal Union Mutual Life Insurance Company,

JACK P. MILLER, General Agent.

Lyie A. Stephenson, Insurer,

G. D. M. JONES.

Jewelers, Wholesale:

Edwards-Ludwig-Fuller Jewelry Company,

LEO H. LUDWIG, Vice-President.

C. B. Norton Jewelry Company,

Lawyer:

R. R. BREWSTER.

E. H. MORGAN, Vice-Pres. and Treas.

Live Stock:

Kansas City Stock Yards Company,

F. H. SERVATIUS, Purchasing Agent.

Lee Live Stock Commission Company,

THEODORE H. LAMPE, Secretary.

Witherspoon-McMullen Live Stock Com. Co.

GRAHUN WITHERSPOON, Jr., Sec.-Treas.

Lumber:

King's Housewrecking, Salvage & Lbr. Co.

WALTER J. WOOD, Secretary.

Musical Instruments and Talking Machines:

J. W. Jenkins' Sons Music Company,

J. W. JENKINS III.

BURTON J. PIERCE, Mgr. Victrola Dept.

Newspapers:

Kansas City Journal,

ED. ALLEN, Editor.

Kansas City Post,

RALPH BAIRD.

Kansas City Star,

GERALD HAGER, Correspondent.

Oil:

Tingle Oil Company,

JOE TINGLE.

Opticians

Columbian Optical Company,

WILLIAM G. RIGGS, President.

Packers:

Swift and Company,

R. J. CANON.

Paint:

C. R. Cook Paint Company,

FRED C. BAEHR, Secretary.

Paper:

Missouri Interstate Paper Company,

JOHN P. COMFORT, Sales Manager.

Photographic Supplies:

Z. T. Briggs, Photographic Supply Company,

Z. T. BRIGGS, President.

Kansas City Photographic Supply Company,

W. T. DOYLE, Vice-President.

Printers, Lithographers and Engravers:

The Bishop Press,

GEORGE F. McKENNEY, Vice-President

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VISITING KANSAS CITY'S INDUSTRIES



Faxon & Gallagher Drug Co.

The Faxon and Gallagher Drug Company was established in Kansas City under the name of Woodward, Faxon and Company in 1878. They handle everything in drugs and druggist sundries including stationery, and in addition to these, "Guarantee Iceless Soda Fountains" and cigars. Among the products manufactured are the "Marlborough" and "Dream Kiss" toilet preparations and "Wisteria of Japan" talcum.

Their products are chiefly distributed in Kansas, Oklahoma, northern Arkansas and western Missouri, fifteen salesmen being employed in the country and six in Kansas City. The employees of this firm number 170.

The Faxon and Gallagher Drug Company prides itself on the quality of merchandise handled and on the special lines which it distributes in this territory, among them being Gunthers Chocolates and the rubber sundries manufactured by the B. F. Goodrich Rubber Company.

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and Treasurer.

Holland Engraving Company,

L. E. HOLLAND, President and Manager.

Schooley Stationery Company,

R. W. WATSON, Vice-President.

KELLOGG SMITH, Secretary.

Spencer Printing Company,

L. E. SPENCER, President.

Union Bank Note Company,

HARRY S. FRAZER.

Produce, Wholesale:

C. C. Clemons Produce Company,

E. J. McNAMARA, President.

Real Estate:

The J. C. Nichols Investment Company,

DAVID M. KENNARD.

J. B. Welsh Realty & Loan Company,

B. HAYWOOD HAGERMAN, Vice-Pres.

Sheet Metal Products:

Butler Manufacturing Company,

H. F. SMOTHERS, Secretary.

Shoes, Wholesale:

Ellet-Kendall Shoe Company,

A. G. ELLET, President.

McElwain-Barton Shoe Company,

H. R. BARTON,

K. L. BARTON, JR.

Steel, Structural:

Kansas City Structural Steel Company,

JOSEPH A. VANCE, Sales Manager.

Stoves:

Enterprise Manufacturing Company,

L. LOEWEN, President

The Home Telephone Company,

H. W. RITTERHOFF, General Commercial

Telephone Companies:

Superintendent.

Southwestern Bell Telephone Company,

VAL B. MINTUN, District Manager.

Trucks:

General Motors Truck Company of Kansas City

ESTEL SCOTT, General Manager.

Type Founders:

American Type Founders Company,

CLARENCE BARHYDT.

W. L. GARFIELD, Service Department.

Wall Paper, Wholesale:

S. A. Maxwell & Company,

M. K. FLETCHER, Manaegr.

Vehicles:

Studebaker Corporation of America,

S. B. ROBERTSON, Mgr. Vehicle Dept.

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Nichols Wire Company,

Legislative Bureau Bulletin No. 14

By PIERRE R. PORTER, Director.

(May 9 1919.)

BILLS WHICH HAVE PASSED BOTH HOUSES.

27. S. B. An Act to amend an act of the general assembly of the state of Missouri, relating to the treatment and correction of delinquent minors, approved April 10, 1917, by changing age from eighteen to seventeen.
29. S. B. An Act to repeal article 11 of chapter 33 of the Revised Statutes of Missouri of 1909, entitled "Training Schools for Minors."
98. S. B. An Act to amend section 662, article 4, chapter of the Revised Statutes of the state of Missouri, 1909, in relation to the bureau of dairying and dairy products, by striking out of said section the provision that fines collected for violation thereof shall be paid into the state treasury.
173. S. B. An Act to amend section 8400, chapter 80, Revised Statutes of the state of Missouri, 1909, relating to mills and millers and rates of toll.
174. S. B. An Act to amend section 8402, chapter 80, Revised Statutes of the state of Missouri, 1909, in relation to mills and millers and the use of hand molting machines.
195. S. B. An Act providing for the regulation of the equalization and levy of taxes, the making of tax books, extension and collection of taxes upon real and personal property in counties containing, or which may hereafter contain, a city of not less than 200,000 nor more than 700,000 inhabitants, and authorizing such cities to levy taxes on the assessment of the county assessor as equalized by law and the extension of the tax levy by the clerk of the county collector when such cities may so require, and fixing time when taxes shall be delinquent and penalties on delinquent taxes, with an emergency clause.
290. S. B. An Act to repeal section 4734, chapter 36, Revised Statutes of Missouri of 1909, relating to the "sale and gift of cigarettes and cigarette paper," and to enact a new section in lieu thereof relating to the same subject and making it unlawful for any person to give, to sell, give away, or otherwise dispose of any cigarette or cigarette paper, to any person under the age of eighteen years.
385. S. B. An Act to repeal section 1475, chapter 19, article X, Revised Statutes of Missouri for 1909, entitled "School for the Blind," and to enact a new section in lieu thereof, to be known as section 1475.
411. S. B. An Act to amend section 4580, article 5, chapter 36, of the Revised Statutes of Missouri, entitled "Offenses against public and private property," by declaring it to be a criminal offense to steal electricity. The wording of the amendment is as follows:
 "The presence at any time, on or about such meter or meters, wires or conductors of any device whatsoever, which affects the diversion of electric current without the same being measured or registered by the person, firm or corporation producing the same."
478. S. B. An Act making it lawful for any blind person over the age of 18 years to agree to waive his or her right to damages or compensation for any personal injury arising out of or in the course of his or her employment.
572. S. B. An Act to provide for the establishment of part-time schools, departments, and classes.
591. S. B. An Act providing for the free transportation by railroads of the distributing car of the state fish commission and of the several state fish commissioners, with not to exceed four attendants, while accompanying said car on official business.

BILLS WHICH HAVE PASSED THE HOUSE.

650. H. B. An Act to provide for the payment of taxes under protest, regulating the manner and method thereof, providing for the recovery of money so paid, and repealing inconsistent acts.
727. H. B. An Act to provide for the organization or admission and the regulation and taxation of incorporated mutual insurance companies other than life and fire.
824. H. B. An Act authorizing fire insurance companies to insure certain hazards, by giving them the right to insure against certain hazards not perviously provided for, with an emergency clause.
1019. H. B. An Act to regulate the use and operation of vehicles upon the public highways and elsewhere.

Traffic and Transportation

ADVANCING CHARGES.

The Missouri Pacific in supplement 17 to their circular 114 E, effective May 7, item 5-A, restore the provision for advancing drayage charges to Transfer Companies.

continued some 6 or

The advancement of such charges was discontinued some 6 or 8 months ago by the Missouri Pacific and the Department has been conducting negotiations for restoration.

All transfer companies should take especial note of this, as this throws the Missouri Pacific practices back in line with the other roads.

NEBRASKA CASE.

The complaint of The Chamber of Commerce of Kansas City, on behalf of its members, involving rates between Kansas City and Nebraska and Missouri River points, is set for hearing Thursday, May 15, at the Federal Building.

The Department has been very busy preparing exhibits and data for use in the case. The case involves reparation in substantial amounts for a number of Kansas City shippers.

KANSAS CITY RAILWAYS COMPANY.

The Kansas City Railways Company has made application to the Interstate Commerce Commission for permission to adopt the Western Classification to govern its tariffs, in lieu of their own present classification.

TRAFFIC MANAGERS MEET.

A meeting of the Traffic Managers' Executive Committee was held Tuesday, May 6, at 3:30 p. m.

Among the subjects considered were the proposed Oak Street Viaduct, delays to freight through sub-stations, and negotiations between the Special Committee of The National Industrial Traffic League and the Railroad Administration.

FURTHER INCREASES IN RATES?

Press reports state that the first three months of railroad operation for 1919, produced a deficit of \$192,000,000 against a deficit for the year 1918 of \$226,000,000.

Director General Hines is quoted as saying that the present unfavorable results naturally lead to agitation of the questions whether there ought to be an increase in rates.

CLASSIFICATION DOCKET.

The Department has received docket No. 1 of the Consolidated Classification Committee, for consideration of petitions for changes as set forth therein.

Hearings are set at New York May 19 and 20, Atlanta May 22 and 23, and at Chicago May 26 and 27.

RATES ON ROAD BUILDING MATERIAL.

The U. S. Railroad Administration has authorized reduced rates on carload shipments of stone (broken, crushed and ground), slag, shells, chatts, chert, sand and gravel shipped during the period from May 1 to December 31, 1919, when for use in road building or road main-

tenance, and when consigned to, and the freight paid by, Federal, State, County, Township, or Municipal governments.

The rates to be applied will be 10c per net ton less than regular published tariff, minimum charge 40c per net ton.

Tariff publication will not be made.

Kansas City Committee.

Docket 549-A—Dairy products. Docket withdrawn, hearing cancelled.

Omaha Committee.

Docket 189—To establish proportional rates on grain and products, etc., stock feed, etc., Sioux City and Leeds, Iowa, based 3c over Omaha proportional rates, to St. Louis, East St. Louis, Ohio River Crossings, etc., when destined points south Ohio River to destinations to which there are proportional rates from Omaha. (May 15.)

Docket 218—To establish commodity rates on ground limestone or whiting, Ralston, Neb., to Kansas City, Chicago, Mississippi River, St. Paul, Duluth, Detroit, Denver, Salt Lake, Pacific Coast points. (May 14.)

Chicago Western Committee.

Docket 187—Paper bags, C. L., from Chicago to Colorado Common points. Present rate 84c 95th class, proposed 66.5c (same as wrapping paper.) (May 13.)

Docket 181—Drain tile, from Mason City, Ia., to points on Wabash in Missouri. Present rate 17c (Class). Proposed 12.5c.

Chicago Western Committee.

Docket 200—Oil Cake and Meal (Linseed), C. L. (May 20.)

Present Rates—

To	From Savanna,	Chicago	Ill.	Duluth
Kansas City.	17	12.5	22.5	
Omaha.	18.5	12.5	22	

Proposed Rates—

To	From Savanna,	Chicago	Ill.	Duluth
Kansas City.	14.5	8	22.5	
Omaha.	14.5	8	19.5	

St. Louis Western Committee.

Docket 781—To advance distance rates on livestock from St. L.-S. F. stations to St. Louis, on Missouri state traffic. (May 14.)

Docket 792—Consideration of existing rates on potatoes. C. L. from Kansas City, etc., to Goodwin, Okla., and points in that vicinity. (May 14.)

Docket 803—To establish rates from points in Iowa and Minnesota on various lines, to points on Frisco south of Kansas City, on basis of St. Paul rates, in lieu of present rates from many points which are Kansas City combination. (May 14.)

Denver Committee.

Docket A-782—To establish rate on Arsenate of Lead, C. L., Grand Junction, Colo., to Missouri River 90c, Mississippi River \$1.065, Peoria \$1.095, Chicago \$1.125, in lieu of following rates, respectively, \$1.03, \$1.19, \$1.215, \$1.24. (May 5.)

Dallas Committee.

Docket 188—Readjustment rates on crude and fuel petroleum oil. C. L. in tank cars, from Burkbennett-Wichita Falls Group. Ranger Group, etc., to Oklahoma and Kansas refining

(Continued on Page 367.)

(Continued from Page 366.)

points. Present rate, Burkbennett to Kansas City 24.5c, proposed 20.5c; present rate Ranger Group to Kansas City 27c, proposed 20.5c. (May 12.)

Docket 849—Onions, C. L., Kansas City and points taking same rates, to North Texas points, items 3748 and 3751 S.W.L. tariff 42-0. Present rate 66.5c, proposed 60c. (May 11.)

San Francisco Committee.

Advance 6 cents in rates on bran, corn chops, hominy and shorts in mixed carloads with buckwheat, flour, buckwheat, corn, pancake, rye or wheat and corn meal, with reduction in min.

San Francisco Committee.

Docket 1399—Cancel rates, min. 50,000, on bran, corn chops, hominy and shorts, straight or mixed C. L., and publish rates advanced 6c, to California terminals from Eastern points, including above articles, and also buckwheat, flour, buckwheat, corn, pancake, rye or wheat and corn meal in items at min. weight of 60,000. (May 19.)

Docket 1415—Cancellation commodity rates on ice cream cones, L.C.L., eastern points (including Kansas City) to California terminals, making class rates applicable. (May 19.)

Docket 1420—Advance 6c rates on alfalfa meal and feed (cut or ground) C. L., min. 60,000, from California terminal and intermediate points to eastern points (including Kansas City). (May 19.)

F. R. A. No. 6877—Cancellation of rates on cottonseed products; Peanut Cake and Meal; Copra Cake and Meal, in Items 3072 and 3078, Southwestern Lines tariff 40-E.

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LIST OF RESOLUTIONS FOR PUBLIC WORK
Sent to the Board of Public Works For Adoption May 2nd, 1919.

Sewers.

Joint District Sewer No. 472 and 473, Division No. 5.

Grading.

Graumen Avenue from McGee Street Trafficway to a point 120 feet West of Gillham Road. Alley between Wabash and Prospect from 20th to 21st.

Repaving Sheet Asphalt.

21st Street from east line Park to west line Olive.

Repaving Brick Block.

Alley between Main and Walnut from 14th to 15th.

Paving Business Streets.

Repaving Sheet Asphalt.

Grand Avenue from south line 15th to a point 100 south 20th.

Repaving Brick Block.

19th Street from east line Brooklyn Avenue to west line Olive.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORK

Sent to the Board of Public Works For Adoption May 2nd, 1919.

Sewers.

District Sewers in Sewer District No. 451 Division 3. 8508.

Reconstructing Sheet Asphalt Pavement.

Walrond Avenue from south line 23rd to north line 24th. 8551.

Brick Block Pavement.

Indiana from south line Howard to south line 27th street. 8552.

Portland Cement Concrete Pavement.

Saida Avenue from west line Drury to west line Iakley. 8554.

Alley between Norton avenue and Jackson Avenue from 30th to 31st. 8556.

Reconstructing Bituminous Macadam Pavement.

Independence Road from east line Bridge over Blue River to Eastern City Limits. 8557.

Hearing of Property Owners May 21, 1919.

LIST OF RESOLUTIONS FOR PUBLIC WORK
Sent to the Board of Public Works for Adoption May 6th, 1919.

Artificial Stone Sidewalk.

58th Street north side from east line Swope Parkway to west center line Mersington.

Concrete Pavement.

Alley between Terrace Street and Mercler Street from 29th Street to 30th Street.

LIST OF PLANS AND SPECIFICATIONS

Sent to the Board of Public Works for Adoption May 6th, 1919.

Grading.

Oak Street from 27th Street to McGee Street Trafficway. 8558.

Concrete Pavement.

27th Street from east line Van Brunt to west line Topping Avenue. 8559.

Brick Block Pavement.

Alley between 13th and 14th Streets from the alley between Broadway and Central to Central Street. 8560.

Paving Business Streets.

Sheet Asphalt Pavement.

Troost Avenue from south line 9th Street to South line 12th. 8561.

Brick Block Pavement.

14th Street from west line Wyandotte to west line Main. 8564.

Work To Be Done By Kansas City Without Contract.

Repairing and Maintaining Asphalt Pavement.

Oak Street from south line 31st Street to 137 feet south of 33rd East. 8565.

22nd Street from east line Benton to west line College. 8566.

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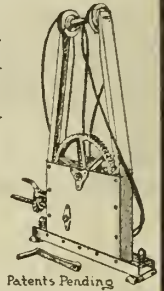
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AN THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 20

KANSAS CITY, TUESDAY, MAY 20 1919

Employment Bureau

Mr. Employer:

Are you making use of the Chamber's Employment Bureau for returned soldiers and sailors?

Are you getting any of the good men the Bureau is sending out?

And are you doing your share by listing available jobs with the Bureau?

We must give every returned soldier and sailor a job.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE.....50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

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J. H. HUNTZINGER, A TRIPPER.

A typographical error in last week's Kansas Citian was responsible for the omitting of the name of Mr. J. H. Huntzinger, president of Huntzinger Advertising and Manufacturing Company, being included on the roster of those making the trade trip.

The editor apologizes to Mr. Huntzinger for the omission of his name. The advertising novelties distributed by Mr. Huntzinger were one of the bright sides of the Trade Trip.

CHAMBER'S CHARITY WORK.

Developments in the Department of Civics' work in connection with charities organization is progressing perhaps more rapidly than any other of its other work. As announced in The Kansas Citian two weeks ago, it has been decided to have another drive for a charities chest next fall and in the meantime to have a charities survey. Plans are under way now for this survey.

In addition to this, the social workers of the city have initiated a movement for a federation of all social agencies in Kansas City, and a committee was appointed to study the proposal and draw up plans. On this committee are three members of the Chamber's Charities Committee, the Chairman of the Welfare Committee of the Department of Civics, and the Secretary of the Department of Civics, who has been made secretary of the committee and asked to draw up tentative plans for submission to the committee.

The charities of the city and the Social Workers Conference are working in complete harmony with the Chamber. The secretary of the Department of Civics, Mr. Walter Matscheck, has recently been elected president of the Conference, and as such will be in a position to help correlate further the social work of the city.

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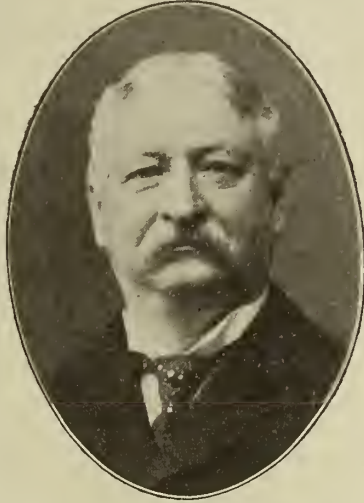
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George W. Fuller--

"Kansas City's Friend"

IN THE summer of 1887 a small group of business men met at the Brunswick Hotel, Eleventh and Broadway, to discuss the organization of a business men's association. This preliminary meeting was followed by a number of meetings which resulted in a charter being granted to The Commercial Club of Kansas City, December 30, 1887. The Chamber of Commerce is the name by which that organization is known today.

Of the nine men who were the nucleus of this organization, all "have crossed over the river and are resting beneath the shade of the trees." The last to go was George Washington Fuller. His death occurred at his home in this city Saturday evening, May 10. He was seventy-three years old. He had occupied every position of prominence in the association from that of president for the year 1894-95 to chairman and member of various standing and special committees.



It made no difference what the assignment, he always did his full duty from the humblest to the most exalted position. In former years when the general meetings were held on Tuesday evening of each week, he was one of the most regular attendants; he made it a rule never to let social engagement interfere with his duty as a Club member and he never missed but one annual meeting.

He came to this city in 1869 and from the day of his arrival until the day of his death he was a thorough Kansas Citian. He embraced all the elements of a Christian gentleman, he was approachable, his advice was sought and freely given. It has been said of him that he trained more young men who became successful business men than any other man in our city. He was patriotic; he was a member of the Sons of the Revolution and he himself was a soldier boy who went to the front in 1861.

His life and character may well be epitomized in those beautiful lines of Browning:

"One who never turned his back but marched breast forward,
Never doubted clouds would break,
Never dreamed though right were worsted, wrong would triumph,
Held we fall to rise, are baffled to fight better,
Sleep to wake."

In The Chamber of Commerce he was what we affectionately termed an honorary member of the "Old Guard," and the last sad rites given for him Tuesday, May 13, were largely attended by that magnificent membership. Many of his "boys" were there: Harrie G. Moore, a former president, came from Peoria, George W. Parker from Maine and others whose names we do not at the moment recall.

Surrounded by his close personal friends he was laid to rest in beautiful Elmwood. How we shall miss him! How Kansas City will miss him, for it has been truly said: he was "Kansas City's friend." Good-bye, old friend.

"GOOD-BYE."

There is a word of grief the sounding token,
There is a word bejeweled with bright tears,
The saddest word fond lips have ever spoken,
A little word that breaks the chain of years:

It's utterance must ever bring emotion,
The memories it's crystals cannot die,
'Tis known in every land, on every ocean—
'Tis called "Good-bye."

Sixty-Six and Two-Thirds Per Cent

Sixty-six and two-thirds per cent, in other words eight out of twelve of the bills which the Department of Civics promoted or endorsed before the legislature were finally passed. This is an unusual record. It is not often that so many important bills endorsed by an organization secure favorable vote in the legislature. Several of the bills are of the greatest importance to Kansas City. On the other hand those which were not passed were of equal, and in some cases, greater importance.

1. **New Constitution Bill.**—This bill provided that an election should be called to decide if there should be a convention to frame a new constitution. One of the biggest fights of the session came on this bill and it was finally killed by politics.

2. **Constitution Amendment to Increase Kansas City's Charter Making Powers.**—This amendment for which Kansas City has been working for years and which the Chamber put on the ballot by petition last summer, was passed in the last days of the session.

3. **Constitutional Amendment Increasing Bonding Limitation.**—This amendment, which combines two amendments which have been advocated by the Chamber, was also passed in the last days of the session.

4. **County Consolidation Bill.**—This bill, which would make it possible for Kansas City and Jackson County to consolidate, was never introduced in the form recommended by the Chamber. Another bill on the same subject was introduced in the House but never went beyond engrossment.

5. **Bill Exempting Bequests to Charitable, Religious and Educational Institutions** from the provisions of the inheritance tax law has passed, but the governor has indicated that he may veto it because the revenues produced under present provisions are necessary.

6. **Children's Code Bills.**—About one-half

of the fifty bills included in this code passed both Houses.

7. **Consolidation of City and County Financial Offices and Including Assessment and Collection of Taxes.**—This bill, promoted by Ben Jaudon, city treasurer, and endorsed by the Chamber, will eliminate much of duplication in Kansas City's tax offices if its provisions are adopted by the city and the county.

8. **Fire Marshall Bill.**—The opposition of country members of the legislature was too strong and the bill was killed.

9. **Health Bills.**—Several bills are included under this head strengthening the State Board of Health and providing for greater powers in dealing with social diseases. These bills passed.

10. **Workmen's Compensation Bill.**—This act does not come under the jurisdiction of the Civics Department, but the department lent aid in securing its passage.

11. **Police Pay.**—No work, beyond endorsement was done on this measure. Its passage will increase the salaries of policemen and all police officials in Kansas City.

12. **Mortgage Recording Tax Bill.**—This measure, which would have increased state revenue from mortgages and eliminated the present unjust method of taxing mortgages, was defeated.

As a whole, the Chamber can be very well satisfied with the results. The greatest regret is that the bill on which most effort and time were spent, "The New Constitution Bill," could not be passed because of politics. The department, of course, does not claim credit for the passage of these bills. It lent its aid and in some cases was the chief factor in keeping them alive and in securing their passage. It is only through the co-operation of the Chamber and all other organizations, individuals and officials that results like this are secured.

FARM

LABOR LUNCHEON.

The Chamber of Commerce has announced a luncheon, Thursday, 12:00 o'clock, ballroom, Muehlebach Hotel, to which has been invited representatives of Kansas City firms employing heavy labor.

At this luncheon an effort will be made to enroll 12,000 men in Kansas City to work in the wheat fields during the coming harvest. The question of saving the Kansas \$475,000,000 wheat crop is the most important thing before the people of Kansas City

today. If this crop is not harvested between the dates of June 10 and 25 it will be lost and every bushel lost means a direct loss to Kansas City.

Employers of heavy labor in the city should make their plate reservations with Agricultural Commissioner O. K. Quivey, without delay. Everything indicates that the ballroom of the Muehlebach will be taxed to its capacity at the Thursday luncheon. In addition to the luncheon, which will be served for one dollar, there will be a most interesting program provided, including good music.

Annual Election Notes

The election of eleven directors falls on June 2. The eleven directors whose terms expire are:

F. A. Baker	Fred M. Lee	E. R. Sweeney
F. J. Bannister	C. W. Lonsdale	A. C. Wiser
H. L. Benjamin	B. A. Parsons	Frank Witherspoon, Jr.
E. L. Foutch	S. B. Robertson	

Under the by-laws, no director may succeed himself except as provided for in the proposed amendment to Article III, now before the membership for a vote.

A nominating committee of eleven is required. Five of these were appointed by the Board of Directors, as follows:

J. C. Nichols	George S. Hovey	C. C. Peters.
R. M. Hockaday	Frank L. Hall	

The other six were elected by the membership at large last week but the report of the tellers was not received in time for publication.

Quite a number of members voted for the expiring directors but these are not eligible to serve.

Messrs. Don P. Ricksecker, E. J. McNamara and F. B. Uhrig were the tellers in last week's election of a nominating committee.

The nominating committee will meet today to select three times as many candidates as there are to be directors—thirty-three. Acceptances have to be secured and their names posted on the bulletin board.

Any twenty-five members not satisfied with the list of names submitted by the nominating committee may submit a new list of eleven to be known as an "alternative ballot." No more than three candidates shall be named from men engaged in the same business, trade or occupation.

On May 23, the regular ticket and the "alternative ticket," if there be one, shall be mailed to all members with notice and other details of the election to be held on June 2.

Only members in good standing may vote, serve on the nominating committee or be elected directors.

EMPLOYMENT BUREAU.

Reports submitted to the Employment Committee at a meeting last Wednesday showed that the Soldiers and Sailors Employment Bureau had been successful in placing all but 60 applicants at the close of its first four weeks of operation, May 10. This the committee considered exceptionally good and evidence of the thorough co-operation being given the work of the Bureau by the employers of Kansas City.

Reports further showed that excepting three or four instances no complaints whatever had been registered with the Bureau against employers who were not willing to re-employ their former men. There have been a few cases where conditions have so changed since the employee left that it is impossible to give him back his former position, but in many of these it is a con-

dition which would have existed whether or not the men entered the service.

The Bureau reports having several hundred more jobs available than applicants, and efforts are now being made to bring the soldier to the job.

As a result of the list of available men carried in The Kansas Citian of last week's issue, quite a number of calls were received at the Bureau office and several men placed. There are still available a number of high-class office men and clerks regarding whom the Bureau will be glad to receive inquiries. This appears to be the hardest class to place at the present time.

The man referred to in The Kansas Citian last week as having been injured in both feet and having weak eyes, has been placed through the efforts of the Bureau during the past week.

GARBAGE CONTRACT.

On April 28th, the City Council refused to confirm the contract made by the Board of Health for collection and disposal of city garbage. The contract under which the work is now being done expired on the 15th day of last December. If the new contract is unsatisfactory it is now necessary that new plans be drawn up.

The mayor and some members of the Council Committee having this matter in charge have expressed themselves as favoring new methods of handling this problem. Service has been unsatisfactory for some time and there is room for improvement and for trying new methods. Last September, three months before the expiration of the present contract, the Department of Civics made a study of the problem and made the following recommendations to the Board of Health:

"In view of the fact that the present garbage collection and disposal is not entirely satisfactory and that a new contract must be entered into in time for the contractor to start work the 16th of December, the following suggestions are made:

1. That detailed specifications be prepared covering all phases of the work to be performed.
2. That two alternative sets of specifications be prepared, the first for collection and disposal and the second for disposal only.
3. That bids be asked for as soon as possible on both sets of specifications.
4. That the request for bids be advertised widely to secure as many returns as possible.
5. That the contract be let to only one contractor, without the right to sublet, either in whole or part.
6. That the contract be let by November 1st, if possible, so as to give contractor opportunity to get ready for work—if contract is let to a new contractor.
7. That all payments be on a per ton basis.
8. That there be made provision for change in contract rates if conditions demand.
9. That provision be made for adequate inspection.
10. That disposal be as carefully regulated as collection.
11. That contract be for a term of 5 years unless equally favorable terms can be secured for 3 years.

LIST OF RESOLUTIONS FOR PUBLIC WORK

Sent to the Board of Public Works For Adoption May 13, 1919.

Grading.

Colorado Avenue from Raytown Road to Linwood Boulevard. (4 installments.)
65th Street from Troost Avenue to The Paseo. (4 installments.)

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORK

Sent to the Board of Public Works For Adoption May 9, 1919.

Grading.

Alley between Wyoming and Liberty from Alley south of 12th Street to 14th. 8576.

Artificial Stone Curbing.

33rd both sides from east center line Indiana to east line Bales. 8577.

Artificial Stone Sidewalk.

Michigan Avenue west side from south center line 50th to north center line 51st. 8578.

Reconstructing Sheet Asphalt Pavement.

22nd Street from east line Prospect Avenue to west line Benton Boulevard. 8579.

Portland Cement Concrete Pavement.

58th Street from east line Askeew Avenue to west line Swope Parkway. 8580.

Oakley Avenue from south line 27th to north line 31st street. 8581.

33rd Street from east line Indiana Avenue to east line Bales. 8582.

Paving Business Street.**Sheet Asphalt Pavement.**

Troost Avenue from south line 12th to north line 19th. 8562.

WORK TO BE DONE BY KANSAS CITY WITHOUT CONTRACT.**Repairing and Maintaining Asphalt Pavement.**

15th Street from east line Campbell to west line Troost. 8584.

Hearing of Property Owners June 3rd, 1919.

12. That provision governing forfeiting of contract be included.
13. That penalty for non-performance be provided and enforced.
14. In case the city takes over collection that the point of delivery to disposal contractor be fixed.
15. That standards be fixed covering sanitation, house treatment of garbage, number of collections, reports and records, types of wagons and trucks, garbage content, transportation, disposal, time of collection, distance from city of disposal plant, etc."

As the question is again open, the department is making further study and will submit its results to the city officials concerned.

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Kansas City, Mo.

Legislative Bureau Bulletin No. 15

By PIERRE R. PORTER, Director.

(May 14, 1919.)

BILLS WHICH HAVE PASSED BOTH HOUSES.

92. H. B. (Keenan Police Bill). An Act to provide for the appointment and creation of a board of police commissioners in all cities with two hundred thousand and less than five hundred thousand inhabitants; providing for their qualifications, term of office and salary; naming their duties and providing for their removal; prescribing their oath of office; prescribing their powers; requiring said board to certify estimate of money necessary for ensuing year to the common council or municipal assembly of the city; requiring a permanent police force in the city; prescribing qualifications of officers and policemen of said police department, term of office and removal of; powers of chief and other officers; prescribing duties of board to hear charges and to employ and discharge its employees and make rules and regulations; providing for a police relief association and its maintenance; prescribing how rules of board can be enforced and power of board to prescribe uniforms; providing for appointment of officers, clerks, patrolmen, detectives, janitors, turnkeys, chauffeurs and such necessary help and repealing all acts or laws in conflict therewith with an emergency clause.
176. S. B. (Public Service Commission). An Act to amend section 33, article II of an act of the general assembly entitled, "An act to create and establish a public service commission prescribing its powers and duties, and to provide for the regulation and control of public service corporations, personal and public utilities, and to provide penalties for offenses by public service corporations, persons and public utilities, their officers, agents and employees, and by other persons and corporations, and repealing all acts and parts of acts inconsistent with the provisions of this act, with an emergency clause," by adding a proviso to said section, exempting transportations for the benefit of orphan homes, old peoples' homes, and other charitable institutions from the operation of said section.
182. H. B. An Act to repeal section 9594, articles 9, chapter 84 Revised Statutes of the State of Missouri, 1909, concerning cities and towns under special charter, and the issuance of bonds to construct or purchase waterworks and electric light plants.
192. S. B. An Act to increase the salaries of county officers in Jackson County.
304. S. B. An Act establishing a state athletic commission and regulating boxing and sparring in the State of Missouri.
442. H. B. An Act to amend sections 7856, 7857, 7858, 7859, and 7860, article 8, chapter 67, Revised Statutes of Missouri, 1909, concerning sanitation and ventilation where five or more persons are employed, by making such act applicable to persons employed three or more persons, and providing that the industrial inspector shall enforce the provisions of said article.
443. H. B. (Bakeries). An Act to repeal sections 7862, 7866, 7868, 7869, and 7870 of article 9, chapter 67, Revised Statutes of Missouri, 1909, relating to bakeries and confectionery establishments, hours of labor of employees, diseased persons not to be employed, penalties for violation of article, duty of inspector, inspection fee and enacting five new sections relating to the same subject matter in lieu thereof to be numbered and known as sections 7862, 7866, 7868, 7869 and 7870.
447. H. B. (Occupational Diseases). An Act to amend sections 6, 12, 13 and 14 of an act approved March 27, 1913, found in laws of 1913, page 402, entitled, "An act to promote the public health by protecting certain employees in this state from the dangers of occupational or industrial diseases, providing penalties and providing for the enforcement thereof," by striking out certain words therein and inserting other words in lieu thereof.
519. S. B. An Act increasing the salary of justices of the peace from \$125 to \$150.

(Continued on Page 384.)



CHAMBER'S AGRICULTURAL EXHIBIT.

The two accompanying illustrations show the highly creditable exhibit of Missouri agricultural products now on permanent display in The Chamber of Commerce headquarters, Board of Trade Building. This exhibit is in fact the only permanent exhibit of Missouri-grown products to be found in the entire state.

The exhibit was assembled by Agricultural Commissioner O. K. Quivey, of the Chamber and was originally gathered for the 1918 International Farm Congress, Kansas City. At that exposition it was awarded two sweepstakes, seven first, four second, and three third prizes.

The exhibit was also awarded a cup as the third best exhibit entered by a State or Nation, being in competition with exhibits from Manitoba, Canada; Saskatchewan, Canada; Kansas, Nebraska, Minnesota, South Dakota, Texas, and other states.

It is the intention of the Agricultural Department to replenish this exhibit from year to year with the current season's crop.

INDUSTRIAL OPPORTUNITIES.

May-Rose Confections of Chicago, manufacturers of high grade candies, desire to communicate with local jobbing or wholesale house to act as their representative in Kansas City and surrounding territory.

The United States Cartridge Company,

Lowell, Mass., manufacturers of automobile radiator cores, desires a local representative. The radiator core which the company manufactures has been adopted by the United States Government for airplanes and can readily be installed in an old car by simply removing the old core and soldering the new one in place.

The Industrial Department is in touch with parties having for lease on a royalty basis 1200 acres of land in Terry County, Texas, on which they claim there is a twenty foot deposit of potash. They desire to communicate with persons interested in the development of such an industry.

Lieut. C. A. Wright, Business Manager of "Tail Spins," official publication of Ellington Field, Houston, Texas, desires to communicate with local party, preferably former army flier, to handle advertising and circulation in Kansas City on commission basis.

Frank M. Sawyer, 3512 Independence Avenue, Kansas City, Missouri, manufacturer of high class infants' and children's furniture desires additional capital. He desires to interest some one to handle the sales and advertising end of the business and who would invest from \$5,000 to \$10,000 in it.

The Technical Food Products Company, 653 North Broadway, Los Angeles, Calif., manufacturers of food products, desire to secure the services of reliable broker of the grocery trade for distribution in this territory.



CONGRATULATIONS ON EMPLOYMENT BUREAU.

Chairman Conrad H. Mann of the Employment Committee on his recent return to the city found the recently organized Employment Bureau within the Chamber of Commerce operating with such general satisfaction that he sent the following letter to Industrial Commissioner E. W. Mentel. The letter speaks for itself.

Every member who is an employer of labor is not only urged, but is expected to give the Employment Bureau co-operation in the splendid work it is doing. Last week 114 men, who had been in military or naval service, were placed and only 60 names were on the bureau's list at the end of the week. Most of these represented men who are holding off for positions of a particular kind or do not care to go immediately to work.

Dear Mr. Mentel:

"I was very pleased on my return to the city to learn of the splendid work that is being done by the newly established employment office for the purpose of giving honorably discharged Soldiers and Sailors employment.

"We must give our most sincere thought and bring into play every effort possible

in order that no worthy boy who has served his country during the recent war may be without employment even for a minute unless it is absolutely necessary.

"To you and Mr. Guild I wish to extend my heartfelt congratulations and thanks for the splendid work done. Command me at any time."

Sincerely yours,
(Signed)

Conrad H. Mann.

FOR THE SAKE OF ART.

An exhibition of paintings of the Southwest by the members of the Taos Society of Artists is being shown in the galleries of Hug-Sarachek, 1011 Grand Avenue. The collection consists of twenty-three pictures of Indian and Mexican life, and the landscape of the Southwest to which Kansas City is the gateway. It has recently been shown in New York, Detroit, Chicago and St. Louis. This is the first time the exhibition circuit has been arranged to include Kansas City.

Believing that art should have a place with commerce and industry in Kansas City, the attention of members is called to the exhibition which will be on display until June 1.

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Safety First

IN the nineteen months during which the United States was at war 56,227 soldiers were killed or died of wounds. During the same nineteen months, 126,654 men, women and children were killed by accident in the United States. During the nineteen months about 200,000 soldiers were seriously wounded while at home there were over 2,000,000 accidents of so serious a nature as to cause a loss of at least four weeks' time.

The prevention of these accidents and accidental deaths constitutes the field of safety work, to Mr. C. W. Price, general manager of the National Safety Council, in his talk at the bi-weekly luncheon, Wednesday, May 14. This meeting was given over to consideration of the proposed public safety campaign. Mr. Price was brought to Kansas City by the local Safety Council to help start the movement.

Mr. Cliff C. Jones, chairman of the Department of Civics, presided at the luncheon. He introduced first, Colonel Ruby Garrett, who made a short plea for work for returning soldiers. Mr. Jones then turned the meeting over to Mr. D. D. Neville, president of the local Safety Council.

Mr. Neville emphasized the relation between public safety and industrial safety, making the point that the two cannot be separated. He then introduced Mr. Price as the main speaker of the meeting.

Mr. Price declared that as a result of the war a new value has been placed on human life and that the country will never go back to the old day of carelessness. Safety work has for its aim the elimination of accidents. Experience in safety work shows three outstanding facts: First, that three-fourths of the accidents, deaths and serious injuries can be eliminated; second, safety is the first real common ground on which employer and employe can meet; third, that one-third of the reduction in

the number of accidents resulting from safety in work in industries where such work has been thoroughly organized is from mechanical guards on machinery, and two-thirds is educational.

Mr. Price gave several instances to illustrate how much can be accomplished in the way of reducing accidents in factories by industrial safety work and then stated that in spite of the proof of the value of the work, only 10 per cent of the industrial plants in the country are doing real safety work.

That safety work is as much a community matter as public health or any other similar activity, that the public must be made to think safety, that safety education must reach every child, every home, every interest in the community, and when this is done there will be fewer accidents and great savings will be made, both in money and in human life, were some of Mr. Price's arguments.

Mr. Price closed his talk with a discussion of safety campaigns in other cities, and a tribute to Mr. Julien Harvey of Kansas City, who conducted the Rochester, N. Y., safety campaign.

Mr. R. L. Redpath of the American Radiator Company, stated that accidents in this company's plant have been decreased 75 per cent by safety measures largely due to education although every possible attempt is made to put on guards on exposed machinery.

Mr. D. M. Pinkerton, president of the Board of Education and Judge Ralph Lashaw, emphasized the need for public safety work and essentially public nature, as opposed to industrial nature, of such work.

Chief of the Fire Department Alex. Henderson made a few remarks concerning the preventable nature of 70 per cent of the fires and of accidents by carelessness with elevators and improperly built fire escapes.

PLANS FOR GOODFELLOWSHIP TOUR UNDER WAY.

Chairman Harry Frazer called together at luncheon meeting last Thursday, the chairmen in charge of the Good Fellowship Tours to take place during the months of June, July, August and September. A tentative program was outlined by the chairmen in charge of the tours.

Mr. T. Percy Bryan, chairman in charge of the Tour, June 6 and 7, called a meeting yesterday, at which the wheels were put in motion to make the initial trip of June

a big success. The territory visited will be Northeastern Kansas.

The Pathfinder car made all towns to be visited last Saturday and Sunday. Those making the trip were Harry S. Frazer, Chairman Trade Extension Committee; J. F. Waite, Al Brechtel, H. F. Navaran, V. P. Harkrader.

About one hundred and twenty-five Chamber of Commerce members will have opportunity to make this trip. Mr. Jack Waite will have tickets ready at the Bi-Weekly Luncheon, Wednesday, May 21.

Traffic and Transportation

BILL OF LADING DECISION.

The Interstate Commerce Commission in its decision in the Bill of Lading Case, prescribes new forms of bills of lading, which the carriers are required to put into effect on or before August 8, on not less than 30 days notice, by filing and posting with the Interstate Commerce Commission. Shippers should therefore, for the present, not order large quantities of bills of lading.

A uniform live stock contract will be prescribed in a supplemental report and order.

The provision that any loss and damage should be computed on the basis of the value of the property at the time and place of shipment, which is carried in section 2, clause 3 of the present bill, has been eliminated as in violation of the Cummins' Amendment.

The provision that the carriers shall not be liable for differences of weights on grain, etc., caused by natural shrinkage or discrepancies in elevator weights, carried in section 1 clause 2 of the present bill, is ordered eliminated, the Commission being of the opinion that those words impart an unlawful and unreasonable meaning into bills of lading.

CANAL-LAKE-RAIL RATES.

The New York-New Jersey Canal Section of the United States Railroad Administration, announces the establishment, effective May 15, of through freight service via the New York State Barge Canal, between New York, etc., in connection with the C. & B. Transit Co., D. & C. Navigation Co., Great Lakes Transit Corporation, Lehigh Valley Transportation Company, to Lake Ports and points west to and from which through rail and water rates are authorized.

Rates will be published on a differential basis, under the established rail, or lake and rail rates to and from the same territory.

A fleet of 75 new steel and concrete barges will be placed in service.

SAXOLINE BAGS.

The Western Freight Traffic Committee have made a ruling that the carriers shall not accept shipments of walnuts, almonds or other commodities in saxoline bags.

These bags resemble the ordinary burlap bag but are not so closely woven, and are manufactured of the so-called paper twine. The bags are easily torn and dampness or moisture causes breaks, with consequent loss of contents.

This does not restrict the use of these bags for shipments of almonds, onions, walnuts, and other commodities (where the tariff provides for rates on bags) in carload lots from California under rates named in Eastbound T. C. Tariff 3-N, inasmuch as saxoline bags are considered a 3d class package as described in item 17 of that tariff.

CONSTRUCTION OF INDUSTRIAL SIDINGS.

Regional Director Bush, has issued instructions to give speedy consideration to industrial sidings, in order to encourage new business, which will bring in new revenue to the Railroad Administration. This involves the construction of sidings amounting to over \$1,000,000.

NEW MEMBER

KANSAS CITY COMMITTEE.

E. H. Hogueland, commerce counsel of the Topeka Traffic Association, has been appointed a member of the Kansas City District Freight Traffic Committee and has taken his seat.

This makes an additional shippers' member for the committee, carrying out the policy of the Railroad Administration to add shipper members to the various traffic committees.

Mr. Hogueland for several years has been commerce counsel of the Topeka Traffic Association, and formerly was commerce counsel of the Kansas Public Utilities Commission.

KANSAS CITY

NORTHWESTERN RATES.

The Missouri Pacific has filed a 15th section application with the Interstate Commerce Commission seeking permission to cancel through rates in its tariffs between Kansas City, Independence, Leavenworth, etc., and points on the K. C. N. W. The K. C. N. W. being now operated independently, do not apply their rates to effect deliveries beyond their terminals in Kansas City, Kans., and the cancellation of the rates is to bring the tariffs in line with the present practice of the K. C. N. W. in applying their rates.

GRAIN MARKETING MEETING.

Representatives of the National Grain Dealers Association, the Federal Grain Supervising Department and the American Railway Association, visited Kansas City May 10-12, investigating the subject of marketing grain here. This party is on a tour, visiting the principal grain markets of the United States.

A meeting, attended by representatives of grain firms and railroad officials, totaling 75 in number, was held at the Chamber of Commerce, 2:30 p. m., May 12.

RECONSIGNMENT

RULES FURTHER POSTPONED.

The Railroad Administration has issued authority for postponing advanced reconsignment rules on grain, hay, etc., held for official inspection, from May 20 (when they were to go into effect), to September 1.

The advance was originally proposed a year ago, was suspended under I. & S. Docket 1161, which suspension ran out in February, when the advance was postponed to May 30.

CLASSIFICATION DOCKET.

The docket of the Consolidated Classification Committee is set for Chicago May 26 and 27. It is proposed to advance the L. C. L. rating on potato chips from 2nd to first class and establish a carload rating of 2nd class, minimum 12,000 lbs. subject to rule 34.

It is also proposed to advance the L. C. L. rating on brattice cloth, fire-proofed, in Western Classification territory, from 3d to 1st class.

TRAFFIC DEPARTMENT.
(Continued from Page 381.)

MATTERS BEFORE

TRAFFIC COMMITTEES.

KANSAS CITY COMMITTEE.

Docket 688.—To include other beverage bottles with beer bottles, returned, to Weston, Mo., WTI, tariff 50-II (May 19.)

Docket 694.—Modification absorption \$2 recon-signing charge, grain and products, at Atchison, Missouri Pacific Ry. (May 21.)

Docket 696.—To establish rate of 35c hides, green, etc., inedible tallow, tails and switches, cattle, CL., Dodge City, Kas., to Kansas City. (May 21.)

Docket 697.—To increase min. wt. coal briquettes, CL. from Kansas City to various points in Iowa on C. R. I. & P. from 40,000 to 60,000. (May 21.)

Docket 598.—Application for rate of 19c, bar iron, bolts, nuts and washers, CL. Kansas City to Springfield, Mo. (May 21.)

Docket 699.—To cancel 2nd class rating on cotton batting, and apply 2nd class on batting bats, mattress felt or pads, cotton or jute, in bales not machine pressed, straight or mixed CL. min. 10,000, rule 6-B; and 3rd class CL. 18,000 rule 6-B, ditto in machine pressed bales. (May 21.)

Docket 704.—To establish min. of 40,000 on hollow building tile, and building blocks, and fire proof building tile, straight or mixed CL. in lieu of present min. of marked capacity of car except when loaded full visible capacity 50,000 lbs. (May 19.)

ST. LOUIS WESTERN COMMITTEE.

Docket 809.—Readjustment CL. rates on junk, scrap iron and scrap metal, Ft. Smith, Ark., to various destinations, including Kansas City, Des Moines, Omaha, St. Louis, Chicago. Ad-

vances and reductions. (May 21.)

Docket 812.—Readjustment rates on pig iron, CL. Bransville, Mo., to various destinations, including Kansas City. Reductions. (May 21.)

Docket 815.—Readjustment on rails, cross ties and fasteners, CL. various points (including Kansas City, to Ft. Smith and other points in Arkansas. Reductions. (May 21.)

Docket 827.—Cancellation LCL. commodity rates on lime, Missouri, Oklahoma, Arkansas. (May 21.)

Docket 833.—Establishment min. weight 40,-000 lbs. on hollow building tile, hollow building blocks and fire proof building tile, straight or mixed LC. Frisco tariff 361-F. (May 28.)

DALLAS COMMITTEE.

Docket 883.—Readjustment rates on Stone-ware CL. 24,000, Texas common points to various destinations. Kansas City proposed rate 50c. (May 22.)

NEW ORLEANS WESTERN COMMITTEE.

Docket 298.—To discontinue absorption of custom house brokerage feed and war revenue tax at New Orleans. (May 21.)

DENVER COMMITTEE.

Docket 813.—Establishment of through rates on flour, wheat, and articles taking same

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TO YOUR



WHOLESALE

SOUTHWEST



RETAILER

CUSTOMERS



CONSUMER

TRAFFIC DEPARTMENT.

(Continued from Page 382.)

rates, CL from stations on UP in Eastern Colorado, Kansas and Nebraska to points east of the Missouri River. Rates now on combination. (May 20.)

SAN FRANCISCO COMMITTEE.

Docket 1385.—Readjustment rates on crude salts, CL from Seales, Calif., to eastern points. Groups A to J. (May 19.)

Docket 1386.—Reduction rates on printed labels, CL 40,000. Groups A to J to California terminals and intermediates. (May 19.)

Docket 1429.—Reduction rates on macaroni, noodles, etc., from eastern points, groups A to J, to California terminals and intermediates. (May 21.)

Docket 1433.—Reduction in rates on pimentos, and increase in min. wt. from 40,000 to 60,000 from California terminals and intermediates to groups A to J. (May 21.)

Docket 1435.—Increase of rates on insecticides, from eastern points, groups A to J, to California terminals and intermediates, but allowing mixture of dry and liquid insecticides. (May 21.)

Docket 1437.—Increase in rate and reduction min. weight, ends, boiler, flanged and unflanged, groups A to J, to California terminals and intermediates. (May 21.)

Docket 1438.—Reduction rate salt water soap, CL California to eastern points. (May 21.)

Docket 1439.—Establishment rate CL on soat tar, Miami, Ariz., to Kansas City 81.5c, St. Louis 94c, Chicago 106.5c. (May 21.)

RATE CHANGES AUTHORIZED.

2730.—Changes valuation livestock, Transcontinental tariffs.

6978.—CL rate 39c min. 36,000, corrugated paper bottle wrappers, boxes, cartons, etc., Lawrence, Kas., to Humbird, Wis.

7067.—Elimination min. 15,000 on beer bottles, in refrigerators, etc., returned, item 3156-A SWL trf. 20-C.

7133.—Establishment rate \$2.75 per cwt. fur-

niture 12,000 lbs., CL Kansas City to Montana points TC tariff 14-D.

7181.—Establishment rate CL 44c per cwt., ground alfalfa or meal, Durango, Colo., to Missouri River.

7287.—Establishment rate 31-5c potatoes, CL and other vegetables taking same rates, from Hinckley, North Branch, Princeton, Minn., and points grouped therewith, to Kansas City; with corresponding changes from related points.

7140.—Establishment to St. Joseph, Atchison and Leavenworth, of same rates on grain, from designated points in Iowa, on C. M. & St. P. as apply to Kansas City.

7149.—Establishment through rates from points on C. D. & M. Ry., in Iowa, on livestock, to Kansas City, Omaha, St. Paul, St. Louis, Chicago.

7386.—Establishment CL rate of 47.5c, min. 50,000, from Missouri River to Salt Lake, on scrap iron.

7493.—Add to items in various tariff covering prepared stock and poultry feed, ground cottonseed hulls or bran, at same rates, from Kansas City, St. Louis, etc., to points in Louisiana west of Mississippi River and to Texas.

7501.—Establishment rate ground mica, in bags, etc., CL min. 36,000 from El Paso, Tex., to Kansas City 40c, St. Louis 45c, Chicago 50c, etc.

7546.—Establishment rates on packing house products, bones, horns, hoofs, soap, soap powder, soap grease, CL export, Kansas City, and other points in Kansas, Nebraska, Illinois, etc., to Gulf Ports and Key West. Readjustment.

7660.—Cancellation application of grain rates, from K. C. N. W. points to Kansas City proper.

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One Large Lot of Office
Desks and Chairs**

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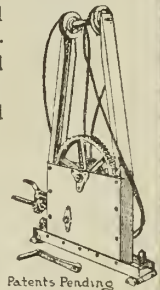
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DENTON ELECTRICAL SERVICE**

317-319 E. 17th Street, Kansas City, Mo.
A Shop Equipped to Furnish Anything Electrical

LEGISLATIVE BULLETIN.
(Continued from Page 377.)

335. S. B. An Act providing for the appointment of school funds and distribution of state aid to schools in any year following a condition of infectious disease, epidemic, contagion or plague within the state, with an emergency clause.
631. S. B. (Inheritance Tax). An Act authorizing the gift, grant, devise, bequest or placing in trust of any real or personal property, or the income therefrom, for the use and benefit of any public or private cemetery in this state or for the purchase, construction, improvement, maintenance, or beautifying of any lot, grave, stone, monument or mausoleum in any such cemetery, and authorizing the trustee to receive, hold and expend the same for such purposes, with an emergency clause.
- 634 H. B. Fish and Game Law.
- 675 H. B. An Act requiring the registration of fictitious names and fixing the fee therefor; making the failure to register such names a complete defense to actions for the recovery of money or property, or for the enforcement of payment of accounts sued for by persons or corporations doing business under a fictitious name, and prescribing penalties for failure to register such names; with an emergency clause.
- 712 H. B. An Act giving to the state board of health power to require the analysis of waters furnished and sold to the public, and to provide rules and regulations for said analysis and for the collection of samples of water and to provide funds to cover the cost involved and to prescribe penalties for the violation of said rules and regulations.
830. H. B. (Pure Food and Drug Commissioner). An Act authorizing the state food and drug commissioner to close any market-place, grocery store, general store, bakery, confectionary, butcher shop, slaughter house, dining car, cafe car, kitchen car, refrigerator car, cold storage plant or warehouse, hotel dining room or kitchen, cafe, restaurant, lunch counter, drug store, or any other place where articles or commodities intended for human food or for human consumption as medicine are manufactured, sold, stored or prepared for sale, or wherever food and drink is served, where such place or places shall, in the judgment of the state food and drug commissioner be so kept and conducted as to constitute a menace to the public health, by reason of dirt, filth, or any other insanitary causes, and prescribing penalties for the interference with the state food and drug commissioner in the administration of this act, and with an emergency clause.
927. H. B. (Of Interest To Ex-Soldiers). An Act to provide for extending, during the continuance of the present war and for a period of one year after peace is declared, the time limited by the laws of this state for the institution of legal proceedings, by citizens who are unable to institute the same within the time so limited, because of absence from the state in the military or naval service of the United States, and in case of the death or insanity of such person, and providing an emergency clause.
1053. H. B. An Act to provide money to pay deficiencies in the expenses of the state government, for the years 1917, and 1918, and preceding years, with an emergency clause.
650. H. B. An Act to provide for the payment of taxes under protest, regarding the manner and method thereof, providing for the recovery of money so paid, and repealing inconsistent acts.
727. H. B. An Act to provide for the organization or admission and the regulation and taxation of incorporated **mutual insurance companies** other than life and fire.
824. H. B. An Act authorizing fire insurance companies to insure certain hazards, by giving them the right to insure certain hazards not previously provided for, with an emergency clause.
1019. H. B. An Act to regulate the use and operation of vehicles upon the public highways and elsewhere.

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ERNEST BRIER

He rubbed shoulders with it in Russia;

He was three months in a Bolshevist jail in Petrograd and finally escaped through Finland;

He was caught in the blood-red maelstrom of two revolutions;

He talks thrillingly of his experiences and gives his hearers a better idea of Bolshevism than they possibly could get without being eye witnesses to its workings in Russia.

HEAR ERNEST BRIER

Y.M.D. Luncheon—Wednesday

Hotel Baltimore—May 21, 1919—12:15 o'clock.

Plates One Dollar.

Mr. Brier is a business man—Manager of the Petroleum branch of Parke-Davis & Company. He will be the guest of B. A. Parsons, President of The Chamber.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF

KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 21

KANSAS CITY, TUESDAY, MAY 27 1919

ANNUAL ELECTION.

¶ It is the duty of every member to vote in the Annual Election for Directors.

¶ A ballot has been mailed you. It contains the names of thirty-three nominees, eleven of whom are to be elected.

¶ Ballots to be counted must be deposited in the ballot box in the Chamber rooms, or mailed so as to reach the General Secretary not later than six o'clock, Monday, June 2.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

OFFICERS.

President.....B. A. PARSONS
First Vice-President.....CLIFF C. JONES
Second Vice-President.....S. B. ROBERTSON
Third Vice-President.....C. W. LONSDALE
Fourth Vice-President.....H. J. WATERS
Fifth Vice-President.....JAMES KETNER
Sixth Vice-President.....F. C. MARQUA
Treasurer.....W. S. McLUCAS
General Secretary.....JOHN M. GUILD
Ass't to the President.....E. M. CLENDENING
Industrial Commissioner.....E. W. MENTEL
Transportation Commissioner.....R. D. SANGSTER
Civic Secretary.....WALTER MATSCHECK
Agricultural Commissioner.....O. K. QUIVEY
Manager Bureau of Publicity, Conventions
and Retail.....LOUIS W. BUCKLEY

DIRECTORS.

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F. J. BANNISTER F. C. MARQUA
HARRY L. BENJAMIN W. S. McLUCAS
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BRUCE FORRESTER SAM B. SEBREE
E. L. FOUTCH E. R. SWEENEY
CLIFF C. JONES JOHN M. TOWNLEY
JAMES KETNER H. J. WATERS
FRED M. LEE A. C. WISER
FRANK WITHERSPOON, Jr.

NATIONAL CONFERENCE OF SOCIAL WORK.

A year ago this month the National Conference of Social Work held its annual meeting in Kansas City. About 3,000 delegates attended. This year the meeting is to be held in Atlantic City, June 1 to 8. It is hoped by the local officials of the conference that a large delegation may go from Kansas City. The Department of Civics has sent a letter to about 75 welfare organizations and business concerns having welfare workers urging that representatives be sent to the conference.

OF INTEREST TO TRAVELERS.

Members will frequently find a letter of introduction to a Chamber of Commerce in a strange city a good credential.

The following letter from Los Angeles refers to a visit made by Mr. W. T. Grant to that city on a recent trip. It indirectly brings out the fact that Mr. Grant carried with him a letter to various chambers which in every instance placed themselves at his disposal, to give him any service within their power. The letter is indicative of the value of using chambers of commerce on business trips. Letters of introduction will be gladly furnished to any member on application to the General Secretary.

Dear Mr. Guild:

Was mighty glad to have the pleasure of a visit with your Mr. W. T. Grant. He called at the office Tuesday and we offered him our services and he stated that everything was going fine and that he is enjoying himself here in Southern California.

Whenever any of your members or citizens of Kansas City contemplate coming to Los Angeles, we trust you will give them letters of introduction to us for we are glad to render every possible service and make visitors feel as much at home as possible.

With best regards we are,

Very truly yours,
Los Angeles Chamber of Commerce.

(Signed)

A. S. Dudley
Assistant Secretary.

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Annual Election

ON NEXT MONDAY, June second, every member will have an opportunity to determine very largely what the future of Kansas City will be. This will be through the Annual Election of the Board of Directors of the Chamber of Commerce for the two years beginning the first of October.

It is a recognized fact that modern cities do not grow, that they are built; and it is a further recognized fact that a Chamber of Commerce representing as it does collective public opinion, has a great deal to do with the progress and growth of a city.

Members are apt to overlook the great responsibility that rests upon them in making their selection of Directors. They are apt to vote for some man because of his prominence in the community, for a man because of his likable qualities, or for other reasons, overlooking the main requirement that a man is being chosen for his fitness to work for the community.

The office of a Director is one not to be lightly assumed as it calls for service of an exacting nature. At the present time the Board of Directors meets once a week, finding that frequency necessary if matters of importance to the business interests of the city and community generally are to be promptly and properly attended to.

Every member should see to the exercise of his voting power next Monday. It is the most important opportunity given him to shape the destinies of Kansas City along the line of Chamber of Commerce work.

(The Board of Directors consists of twenty-one members, eleven of whom will be elected June second for two years, the other ten carrying over from this year.)

TRADE TRIP REUNION DINNER.

Through the courtesy of Mr. W. S. McLucas and Mr. R. P. Brewer, the one hundred and twenty business men who went out on the Kansas City Twenty-Eighth Annual Trade Trip, May 4-19 met in reunion last Friday evening, May 23. Messrs. McLucas and Brewer, as members of the party, felt that they should contribute something to its success so they entertained not only the Trade Trippers, but their wives at dinner at the Mission Hills Country Club.

There were one hundred and seventy-five present to enjoy the hospitality of the two hosts. There was no set program, Mr. E. M. Clendening acting as master of ceremonies, assisted by Chairman William A. Osgood and several members of the entertainment committee. Throughout the dinner singing of trade trip songs was led by Mr. Roland D. Witte, who had been the songster on the trip. Mr. Jack Riley and his orchestra, who were also identified with the trip, furnished the other music.

Following the dinner Mr. R. R. Brewster, "Victory Special" orator, thanked Mr. Lucas and Mr. Brewer on behalf of the guests, and in a beautiful speech presented Mr. Lucas with a handsome and very heavy cut glass (?) punch bowl of mammoth proportions which, however, on being brought forward by an attendant who stumbled, fell on the floor with a crash that smashed it to atoms. This brought forth from Mr. Lucas disclaimer of any responsibility for anything that might happen beyond furnishing the meal, cigars and music. It was well that he did as from that time on everything went much the same way as the punch bowl, and a jolly hour was spent in pleasant reminders of the "Victory Special," read by Mr. B. A. Parsons in the form of innumerable telegrams, some of which must have had difficulty in passing the censor.

Lantern slides and moving pictures of the Trade Trip revealed many things, not only to the wives who were present, but to the Trade Trippers themselves, who on many instances had been caught unawares. However, it was the sentiment of the wives that their husbands could go again next year provided they could have another reunion. The balance of the evening was spent in dancing.

Mr. Member!

The Annual Election of Board of Directors closes 6 o'clock June 2.

Have you voted?

EMPLOYMENT BUREAU.

Here is another list of applications of returned soldiers and sailors which we are glad to bring to the attention of members in the belief that they may be interested in them. As a result of the list carried in The Kansas Citian of May 13, quite a number of the men were placed.

27. Steam Engineer—Age 31, high school education, 10 years' experience; \$150 per month.

28. Clerk-Typist—Age 24, high school education, 4 years' experience; \$100 per month.

29. Timekeeper—Age 24, 2 years' high school; \$50 per week.

30. Clerk and Salesman—Age 28, business college education, 8 years' experience; \$100 per month.

31. Clerk—Age 27, 3 years' college. This man was gassed and is unable to follow his former occupation.

32. Claim Clerk, Adjuster, Collections—Age 24, graduate in law and licensed; \$150 per month.

33. Clerk—Age 22, 1 year high school, 6 years' experience; \$100 per month.

34. Clerk—Age 23, 2 years' high school, 4 years' experience with railroad; desires railroad work; \$110 per month.

35. Billing Clerk—Age 23, grade school, 1 year experience; \$32 per week.

36. Automobile Salesman—Age 28, 4 years' mechanics auto course, 2 months' gas engineering; 12 years' experience with automobiles; \$100 per month and commission.

37. Fire Insurance Salesman—Age 33, university graduate; 6 years' experience; \$2,400 per year.

38. Cashier—Age 26, college graduate, A. B., A. M.

39. Civil Engineer—Age 23, 2 years' collegiate course, 2 years' experience.

40. Salesman or Clerk—Age 24, 3 years' high school, 5 years' experience; \$120 per month.

41. Office and Sales Work—Age 24, high school education, 5 years' experience; \$100 per month.

42. Branch Office Manager—Stenographer—Bookkeeper—Age 29, high school education; \$175 per month.

43. Clerk—Age 28, 10 years' experience; \$100 per month.

WORKING ON**NEW QUARTERS PROPOSITION.**

The House Committee is working with Kansas City Athletic Club representatives on the possibility of Chamber of Commerce quarters in the new K. C. A. C. building at Eleventh and Baltimore streets. The Committee so far is giving attention to a layout for strictly business purposes, in order to insure an office layout that will adequately house the present force and properly impress visitors to Kansas City.

In addition to the House Committee, which consists of Messrs. W. S. McLucas, Chairman; H. L. Benjamin, E. L. Foutch, F. D. Crabbs and George S. Hovey, President B. A. Parsons and General Secretary J. M. Guild are ex-officio members. Several conference have already been held with Colonel P. J. Kealy representing the Athletic Club.

CHAMBER APPOINTS**BILLBOARD COMMITTEE.**

On Wednesday of last week Mr. Cliff C. Jones, Chairman of the Department of Civics appointed a special committee to study the billboard problem in an effort to find out if billboards are now being erected in places where they mar the beauty of the city and, if so, what can be done to remedy the evil.

The numerous complaints which have been made of late that billboards are spoiling the beauty of the boulevard system are responsible for the action taken. The appointment of the committee was confirmed by the Executive Committee of the Chamber. The first meeting of the committee was held too late to secure a report of its action in this issue of The Kansas Citian. It is expected that the committee will meet again this week as often as necessary so as to make a report to the Board of Directors. The members of the committee are:

Henry D. Ashley, Chairman
Raymond G. Barnett
Charles H. Stearns
J. W. Jenkins
Howard McCutcheon
H. V. Jones
M. H. Hudson.

**GOOD FELLOWSHIP
TOUR IN JUNE.**

Preliminary arrangements for a Good Fellowship Automobile Tour June 6 and 7 have practically been completed.

The customary Pathfinder Trip was begun Saturday, May 17, but discontinued on account of a serious accident to Mr. Harry S. Frazer, Chairman of the Trade Extension Committee. Mr. Frazer, in company with Messrs. Al Brechtel, H. V. Harkrader, Harry Navran and Jack Waite, were just outside of DeSoto, Kansas, when crossing a culvert Mr. Frazer was thrown from the automobile causing a compound fracture of his left wrist and other injuries, which have since confined him to his home.

The Pathfinder Trip was completed last Saturday by Messrs. Brechtel, Harkrader, Navran and Waite. The territory to be traversed is Northeast Kansas and covers approximately 298 miles. The towns to be visited are: DeSoto, Lawrence, Topeka, Horton, Holton, Hiawatha, Troy, Atchison, Valley Falls, Bonner Springs, Oskaloosa. T. Percy Bryan is Manager of the trip. The cost of a ticket is \$13.00 per person. This includes hotel accommodations, meals and other incidentals in connection with the trip.

Annual Election Notes

THE thirty-three members whose names appear below are nominated for directors of the Chamber of Commerce. They will be voted on at the annual election to be held on next Monday, June 2, when eleven of the thirty-three will be elected.

Ballots were sent all members last Friday, May 23, in accordance with the requirements of the by-laws, allowing at least ten days between time of mailing and election day:

BARTON, K. L. JR., Sales Manager,, McElwain-Barton Shoe Company.
 COOK, C. R., President, C. R. Cook Paint Company.
 COOMBER, GEORGE F. Jr., Secy-Treasurer, W. B. Young Supply Co.
 CRAWFORD, R. F., General Manager, Emerson, Brantingham Implement Co.
 CROWE, J. R. JR., President, Crowe Coal & Mining Company.
 CUNNINGHAM, F. O., General Manager, Armour & Company.
 DEAN, FRANK J., President, Dean Coal Mining Company.
 EASTLAKE, W. L., President, Atlas Cereal Company.
 GARY, H. L., Chairman Board of Directors, Kansas City Home Telephone Company.
 HAND, WILLIAM MORGAN, Manager, General Electric Company.
 HARBISON, J. H., Secretary, Harbison Manufacturing Company.
 HEATH, F. B., President, Geo. B. Peck Dry Goods Company.
 HELMERS, W. C., Secretary, Helmers Manufacturing Company.
 JONES, E. R., Secretary, Kansas City Paper House.
 JONES, HARRY W., President, Kansas City Refining Company.
 KENNEDY, JOHN T., President, Evans-Smith Drug Company.
 LARUE, C. O., President, LaRue Printing Company.
 LOWRY, W. MALCOM, Vice President, Henrici-Lowry Engineering Company.
 LUCE, MILTON H., Vice President, Luce Trunk Company.
 MOORE, W. H., Manager, Evans-Snyder-Buel Co. (Live Stock).
 MOSES, L. E., President, Kansas Flour Mills Company.
 MUNGER, WILLIS P., Burnham-Munger-Root Dry Goods Company.
 PORTER, JOSEPH F., President Kansas City Light & Power Company.
 SCOTT, ESTEL, Manager, General Motors Truck Company of Kansas City.
 SEVERANCE, F. L., General Manager and Treasurer, Irving-Pitt Manufacturing Co.
 SHARON, F. C., President, Sharon Realty Co.
 STERN, SIGMUND, President, Stern Brothers & Company.
 STODDARD, SOLOMON, Vice Pres. & General Mgr, Kansas City Bolt & Nut Co.
 THRESHER, R. J., President and Manager Thresher-Fuller Grain Company.
 WEEKS, W. H., Vice President & General Manager, Kansas City Stock Yards Co.
 WOLFERMAN, FRED, President, Fred Wolferman Company.
 WOOLF, HERBERT M., President Woolf Bros. Furnishing Goods Company.
 YOUNG, ANDREW, Vice Pres. and General Mgr., Montgomery Ward & Company.

The foregoing names were selected by the nominating committee at a meeting held May 20, 1919.

J. M. GUILD, General Secretary

J. C. Nichols, Chairman.
 Charles L. Barbee,
 R. R. Brewster,
 George H. Davis,
 Frank L. Hall,
 R. M. Hockaday,
 George S. Hovey,
 J. F. Martin,
 R. T. Roby,
 J. C. Swift.

(Absent—C. C. Peters.)

(Continued on Page 392.)

(Continued from Page 391.)

Annual Election Notes

IN selecting the nominees for directorships the nominating committee first made up a goodly list of names from which thirty-three were finally chosen, subject to their acceptance and willingness to serve, and with several others as alternates in the event of any declinations. Declinations were few and invariably on account of stress of work in other directions.

The list of candidates was immediately posted so that any 25 members were not satisfied with the nominations, they might submit a new ticket of eleven nominees, but no second ticket was proposed.

Ballots sent out to the members carries information on the date of election, the hour the polls close, and gives notices that "all names must be stricken off except the number corresponding to the number of directors to be elected." That number is eleven. Ballots with more than eleven names left on shall not be counted.

Ballots must be signed and delivered by mail or otherwise to the General Secretary by 6:00 o'clock p. m., of election day, June 2, 1919.

Members in arrears shall not have ballots counted unless remittance in full shall accompany the ballot.

The day after the election, June 3, judges of election shall open and count ballots and declare the highest eleven elected and so certify to the President.

Tie votes shall be adjudged by the judges.

The three judges of election appointed by President B. A. Parsons are L. C. Smith, Alfred P. Rothschild and W. H. Ritterhoff.

In the election of a nominating committee, 36 ballots were received too late for the following reasons: unsigned ballots, 8; unpaid dues, 39; not members, 2.

An interesting statistic in a wide open election such as was conducted, is the fact that 389 names were voted on. This means that 389 men were nominated for the six places on the nominating committee and the tellers were required to use as a tally sheet the entire membership list of over 4500 names. The high man on the ticket was Geo. H. Davis, next in order were J. C. Swift, Charles L. Barbee, J. F. Martin, R. R. Brewster and R. T. Roby, the six men elected to represent the membership on the committee. All accepted and gave service. The other five members of the committee, Messrs. J. C. Nichols, Frank L. Hall, R. M. Hockaday, George S. Hovey and C. C. Peters, were appointed by the Board of Directors.

Every member in good standing should vote in the election of eleven directors that closes at 6 o'clock, June 2.

BERGER COMPANY COMING.

The Berger Manufacturing Company of Canton, Ohio, with whom the Chamber of Commerce has negotiated for some time, have leased 20,000 square feet of floor space at 20th and Tracy for the distribution of sheet metal products and fire-proofing material, the chief among these products being metal office furniture, metal lath, metal lumber, corrugated iron and tin plate.

Thirty carloads of material are now on the way and they expect to have their business well under way by June 1, the territory served being Kansas, Colorado, Oklahoma, parts of Arkansas, Iowa, Nebraska and Missouri.

They will start with eight people at the plant and six traveling salesmen, and expect to increase this number shortly.

Mr. O. C. Talbot is their Kansas City representative.

STATISTICAL FOLDER.

Through the columns of The Kansas Citian, announcement has been made on several occasions of the issuance by the Industrial Department of a statistical folder on Kansas City. This folder shows by comparative figures the growth of Kansas City in population, building permits, taxes, post-office receipts, bank clearings, etc., as well as the various lines of articles jobbed in Kansas City, and the total output of the jobbing house, the lines manufactured and the total output of the factories for 1918 as well as other interesting data.

The Industrial Department suggests that business men leaving Kansas City on business trips should provide themselves with several copies of the folder to be used for advertising Kansas City when occasion arises. The Industrial Department will be glad at all times to furnish these folders to anyone who will use them in that way.

Amendment of the By-Laws Carries

In order to give future boards of directors greater latitude in the choice of presidents for the Chamber of Commerce Article III of the by-laws has been amended by a vote of the membership that closed on May 16. This amendment, which is now in effect, was on the suggestion of the Board of Directors and the vote was practically unanimous in favor of the change as shown by the details that follow:

ARTICLE III

POWERS AND DUTIES OF THE BOARD OF DIRECTORS

Section 1 as amended } Favored. 612
 } Opposed. 19

The government of the Chamber shall be vested in the Board of Directors, which shall have control of the property and manage the affairs of the Chamber. The Board of Directors shall be composed of twenty-one members, who shall be elected as hereinafter provided for, for a term of two years, except that if a president is elected from the membership at large, as provided for in section 6 (as amended) the Board of Directors shall for the period of his presidency consist of twenty-two members and the president so elected shall be a member of the Board of virtue of his office with all the powers of an elected director. The new Directors shall have no power to act on behalf of the Chamber until the first Tuesday of the following October of the year of their election except as hereinafter stated in Section 6 of this Article. During the period from the election of officers on the second Tuesday in June up to the first Tuesday of the following October the Chamber shall be managed and governed by the Board of Directors of the previous year.

Section 2 as amended } Favored. 603
 } Opposed. 30

Any active member shall be eligible for election to the Board of Directors. No Director elected by the Chamber shall be eligible to succeed himself, Except as provided for in Section 6.

Section 6 as amended } Favored. 624
 } Opposed. 21

On the second Tuesday in June at 2:00 o'clock in the afternoon at the rooms of the Chamber the new Board of Directors shall meet and elect, by ballot, from its own members a President, a Vice-President for each Department of the Chamber, and a Treasurer who shall serve without pay and take office the first Tuesday of the following October, provided, however, that the president may be elected from the members of the Board or from the membership at large, as the Board may decide. No Director or member shall be eligible to the office of President who has not within six years next preceding his election to the Presidency served one year as Director and no President shall succeed himself. The Board of Directors shall also appoint a General Secretary, an Industrial Commissioner and a Transportation Commissioner and fix and regulate their salaries. They shall also arrange for the employment of such other assistants as they may deem necessary.

FAME EXTENDS EAST.

Kansas City's own, The Heart of America Poultry Show, has been assured by Mr. Herold Tompkins, Concord, Massachusetts, owner of one of the greatest flocks of Rhode Island Reds that he will enter a full string of both young and matured fowls at the Heart of America Poultry Show next Thanksgiving week.

Mr. C. W. Walbridge, President of the Heart of America Poultry Show, advises from New York City that it is most gratifying to have Mr. Tompkins for an exhibitor as he has never before exhibited west of

Chicago and has chosen Kansas City in preference, as the Chicago and Kansas City poultry shows will be held simultaneously this year. Mr. Walbridge further states that it is gratifying to hear the many flattering comments made by poultry breeders throughout the East, relative to the Heart of America Show and that many of these breeders will make entries for the first time at the Heart of America this fall.

The Chamber of Commerce is assisting the directors of the Heart of America in a every way possible to make their show bigger and better than ever.

Exposition Building Project Takes New Turn

Instead of the attention of the Chamber of Commerce being focused on a site at 24th and Broadway for a new exposition building, it is now directed to the investigation of the possibility of an annex to Convention Hall. This is the result of a special meeting held by the Board of Directors last week at which the directors of Convention Hall were in full attendance and submitted a definite proposition. According to them the vacant ground immediately south of Convention Hall is available to an extent that would provide anywhere from 150,000 to 200,000 square feet of exhibition space, which has been considered all that is necessary. This together with the present hall would give Kansas City ample facilities for all shows here now and any that may be brought in the future.

The special advantages to be gained by constructing an annex to Convention Hall rather than a new building in another location were outlined as follows:

Location within a few blocks of all the hotels, retail and wholesale houses.

Accessibility from the point of street car service from all parts of Kansas City, Missouri, and Kansas City, Kansas, and suburban cities.

Economy of construction arising from the fact that an annex to Convention Hall need not be much more than one-half the size of an entirely new building in another location.

Economy of operation, as the present hall and annex could be operated by the same force of employees, and with the same equipment.

Greater possibilities for revenue, due to the central location of the building and the diverse uses to which it could be put in such a location.

The value of an established location and of a building already advertised and known throughout the United States.

It was brought out that Convention Hall

is one of Kansas City's greatest assets and that it represents an investment of a half million dollars, that it is owned and operated absolutely for the benefit of the community and never can be controlled for private benefit; that therefore the entire city is interested in the welfare of Convention Hall.

At the meeting last week, in addition to the directors of the Chamber of Commerce and Convention Hall, there were present the Committee of Six that has spent so much time on the question of a site for a new building, also Chairman G. S. Hovey of the Ways and Means Committee.

The outcome of the meeting was that a new committee to consist of five members of the Board of Directors of the Chamber and five Directors of Convention Hall has been appointed, of which the members of the Committee of Six will be associate members. Those appointed by President Parsons to represent the Chamber are:

H. J. Waters	S. B. Robertson
W. S. McLucas	S. J. Whitmore
James Ketner	George S. Hovey
G. H. Bunting	

Those who will represent Convention Hall are:

J. F. Downing	H. A. Guettel
Frank L. Hall	Philip J. Kealy
Conrad H. Mann	

The Committee of Six consists of
Colonel M. A. Foster W. I. Drummond
R. C. Greenlease W. H. Weeks
Guy Hall F. J. Bannister

The purpose of this committee is to develop the Convention Hall proposition to its fullest possibilities to determine whether or not this will answer all of the needs of Kansas City.

FOREIGN TRADE CLUB.

The Foreign Trade Committee at a special meeting last Tuesday afternoon gave thorough consideration to the matter of organizing a foreign trade club in connection with the Chamber of Commerce. In addition to the members of the Foreign Trade Committee there were present those members who attended the recent National Foreign Trade Convention in Chicago, and who are very much interested in the organization of a foreign trade club.

Chairman John Fennelly reported having consulted with a number of others, includ-

ing bankers, all of whom were enthusiastic on the subject, and as a result a meeting is being held this afternoon in the Chamber of Commerce rooms of a somewhat larger group of men interested in foreign trade, at which the needs for such a club will be presented and in all probability plans outlined for an organization.

It is the belief of those who have been consulted on the proposition that a great deal of interest can be aroused among Kansas City manufacturers in the development of foreign trade through such an organization.

Reject Referendum on Industrial Relations

THE Chamber of Commerce of Kansas City voted in the negative on all of the propositions contained in Referendum No. 27 of the National Chamber of Commerce. This action was taken by the Board of Directors on the recommendation of the National Affairs Committee, the Readjustment Committee and the Employment Committee of the Chamber as the result of two meetings, one held May 16 and the other May 19, the directors also attending the second meeting. Mr. Charles S. Keith, chairman National Affairs Committee presided over the meetings.

These committees tendered their decision and recommendation to the Board in the following resolution:

"WHEREAS, Referendum No. 27, Chamber of Commerce of the United States of America, is incomplete and does not cover all of the different phases of industrial relationships, a vote of the Chamber of Commerce of Kansas City, by reason thereof gives the wrong conception of the attitude of its members, and

"Whereas, by reason of its incompleteness and method of statement it can be construed to be, especially in items IV, V, VI and VII, as,

"First, broadly recognizing the principle and methods of Organized Labor as at present practiced;

"Second, recommending to the employers of labor throughout the country and the so-called system of collective bargaining;

"Third, that such system will be adopted and by reason thereof should be faithfully observed, and,

"Lastly, in the event of lack of proper understanding, some machinery for the interpretation and adjudication of the contract should be arranged, and, consequently would be recognized by organized labor as being favorable to improper methods and practices on its part.

"And, it is the thought of this Committee that the Board of Directors should be requested to vote negatively on the entire referendum and send an explanatory statement to the National Chamber of Commerce, to-wit: that

"First, that while in principle they may subscribe to some of the suggestions therein, they do not feel that they should approve principles in which would commit the business of the United States to paternalistic tendencies, Government ownership, disregard for property rights and liberties which are guaranteed under the Constitution of the United States, and which they believe should be respected as fundamental bases of government and legislate to protect the individual initiative and principles of liberties without the recognition of which our republican form of government would fail to exist.

"Second, that the Chamber of Commerce, representing the industry and commerce of this community, is not opposed to just recognition of the rights of employees and their vote negatively on the referendum does not imply that its membership is not willing to deal and treat with labor in a fair and liberal manner; but that their negative vote is for the purpose to discourage paternalism and socialistic untried

theories, the general approval of which by American employers would mean overthrow and disruption of our standards of government and business."

The referendum on which this analysis is made is here reproduced for the information of the members in order that they may properly understand the action taken, the following being the recommendations of the Committee on Industrial Relations of the National Chamber:

1. Industrial enterprise, as a source of livelihood for both employer and employee, should be so conducted that due consideration is given to the situation of all persons dependent upon it.

2. The public interest requires adjustment of industrial relations by peaceful methods.

3. Regularity and continuity of employment should be sought to the fullest extent possible and constitute a responsibility resting alike upon employers, wage earners, and the public.

4. The right of workers to organize is as clearly recognized as that of any other element or part of the community.

5. Industrial harmony and prosperity will be most effectually promoted by adequate representation of the parties in interest. Existing forms of representation should be carefully studied and availed of insofar as they may be found to have merit and are adaptable to the peculiar conditions in the various industries.

6. Whenever agreements are made with respect to industrial relations they should be faithfully observed.

7. Such agreements should contain provision for prompt and final interpretation in the event of controversy regarding meaning or application.

8. Wages should be adjusted with due regard to the purchasing power of the wage and to the right of every man to an opportunity to earn a living at fair wages, to reasonable hours of work and working conditions, to a decent home, and to the enjoyment of proper social conditions.

9. Fixing of a basic day as a device for increasing compensation is a subterfuge that should be condemned.

10. Efficient production in conjunction with adequate wages is essential to successful industry. Arbitrary restriction on output below reasonable standards is harmful to the interests of wage earners, employers, and the public and should not be permitted. Industry, efficiency and initiative, wherever found, should be encouraged and adequately rewarded, while indolence and indifference should be condemned.

11. Consideration of reduction in wages should not be reached until possibility of reduction of costs in all other directions has been exhausted.

12. Administration of employment and management of labor should be recognized as a distinct and important function of management and accorded its proper responsibility in administrative organization.

13. A system of national employment offices, with due provision for co-operation with existing state and municipal systems, can be made, under efficient management and if conducted with due regard to the equal interests of employ-

(Continued on Page 400.)

BOLSHEVISM

BEGINNING with the statement that Bolshevism is no less a menace than Kaiserism, Mr. Ernest Brier, speaker at the Y. M. D. Luncheon last week, pictured to his audience all the horrors of the Russian situation as he had himself personally experienced. Mr. Brier as the manager of the Petrograd Branch of Parke-Davis & Company, was able to describe Bolshevism in a way that those who were fortunate enough to hear him wanted. Even at 2 o'clock the usual hour of adjournment he was asked to continue, and spoke for 20 minutes more on his experiences in prison.

That Bolshevism is not socialism nor democracy, but bloody tyranny was Mr. Brier's description, and that its policy is the absolute destruction of the social and commercial structure, with the intention, unfortunately successful, of reversing for the time being at least, the social strata so that those formerly at the top are now at the bottom, and that it has no thought of being a leveling influence, but is in reality class warfare, with the proletariat at present on top. The present unfortunate bourgeoisie comprises not only well-to-do, but all of those in the middle classes, any employer of labor, even those who employ one servant or who own any small parcel of land, and the Bolshevik plan is seemingly to exterminate them. Regarding the inception of Bolshevism, its leaders were able to win over the soldiers who had been fighting in the war "for God and the Czar" by showing that the Czar was gone, and to prove their assertion that there was no God, shot down priests indiscriminately.

The workmen now control all works and are enjoying their eight hours a day with minimum pay. The Bolsheviks made peace with the Germans, and the soldiers went home. The Red Guards have been organized and consist of 99½% of Chinese coolies whose following has been secured by giving of presents. Bolshevism, Mr. Brier stated, is now against Imperialism and against the world and is being fought by an army raised by conscription for the world proletariat.

Mr. Brier in an interesting way told how the products of Russia had been nationalized, also the newspapers, until there is nothing but a Bolshevik press. These carry decrees innumerable, threatening but two forms of punishment for non-observance, confiscation of property or death. The nationalization idea has been applied to all banks, and all government securities have been annulled. Retail stores have been taken over, also everything in safety deposit vaults. Now the only money that anyone can draw is to pay workmen. In an intimate way he told how a class that he called "hooligans" have to be housed in any residences where

there are not enough members of the family to justify the number of rooms, a family of four being entitled to the exclusive use of only four rooms in their own home, how a 75% tax was levied against property and because of inability to pay it, was immediately confiscated, the same with jewelry and diamonds; that what was known as an extraordinary revolutionary tax with a time limit of seven days in which to pay invariably meant confiscation. He told that everyone is now wearing the oldest clothes to attract as little attention as possible, as all the people of the leisure class, all proprietors and managers of businesses have been compelled to register for compulsory labor, collecting and burying the dead, cleaning the streets, etc.

In explanation of the inconceivable conditions with only 10% of the people of Petrograd of Bolshevik tendencies and less than 5% of the soldiers, he explained that a reign of terror has been inaugurated that however hasn't overcome the anti-Bolshevik peasants. He stated that the system of terror and tyranny during the last twelve months makes all that happened in the French Revolution or Spanish Inquisition pale in comparison, that all resistance was overcome by requiring the surrender of all arms within 24 hours under penalty of being killed by anything not turned in. When it seemed probable that there would be an attack against the Bolshevik soldiers, 500 innocent people were rounded up and held as hostages.

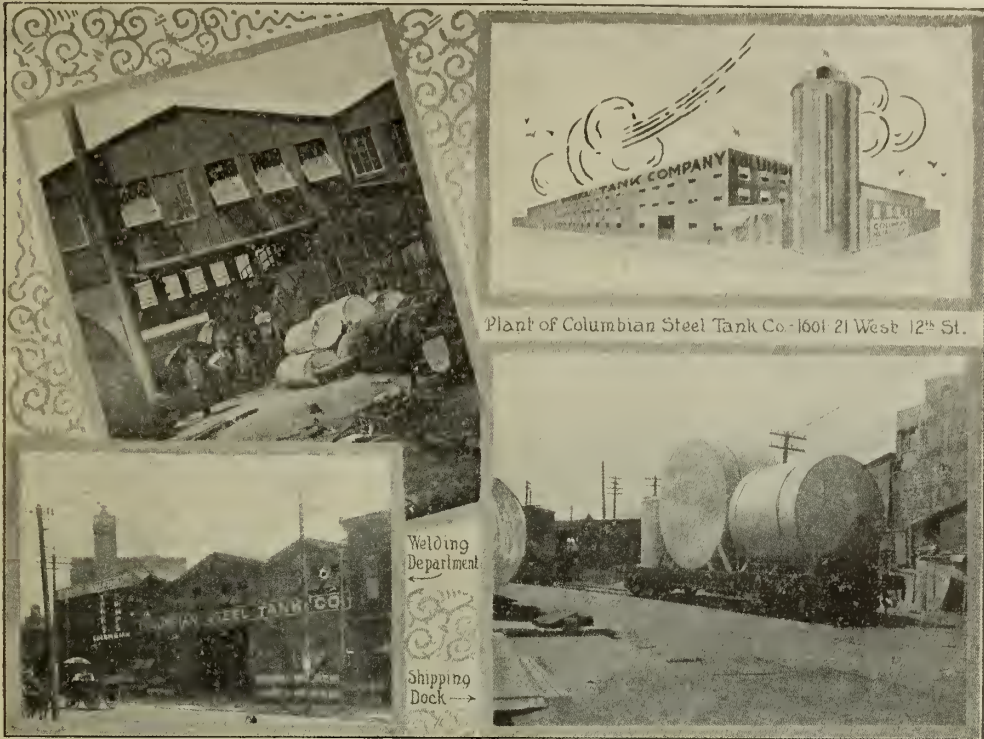
He predicted that Bolshevism would be a failure because with the exception of Lenine, everyone connected with it is a crook, largely trained on the east side of New York and in London. That Bolshevism is out for a world revolution was his startling declaration, that Lenine says it won't last long in Russia, but long enough to fire the world. Bringing the matter home to the United States, he declared the I. W. W. having come back to life through the influence of Bolshevik money.

His remarkable address closed with his personal experience as a result of being arrested as an Englishman when he went to register for compulsory labor.

Mr. E. E. Frizell, Farm Labor Specialist for the State of Kansas, was introduced and urged to support of the campaign now being conducted to enroll 12,000 men for service in the harvest fields if the unprecedented wheat crop is to be harvested. He pointed out that every bushel is of vital interest to Kansas City and its business men.

Vice-Chairman W. Malcom Lowry presided over the luncheon, President B. A. Parsons later taking the chair and introducing the speaker of the day.

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LIVE STOCK CASE DECIDED.

The Interstate Commerce Commission found, in its decision just handed down in the case of the Kansas City Live Stock Exchange vs. The C. B. & Q. RR., that rates on live stock from points in Nebraska on the C. B. & Q., west and north of Aurora, Neb., are unduly preferential to Omaha, as against Kansas City, insofar as the rates from that territory to Kansas City exceed the rates to Omaha by more than 5c per 100 lbs., on cattle and sheep double-deck, and 6c per 100 lbs., on hogs or sheep single-deck.

The practice of the C. B. & Q. RR., in giving free return transportation to care-takers accompanying 1-car shipments of live stock from points on the C. B. & Q., in Nebraska, to market at Omaha, and refusing to give such transportation for like shipments to Kansas City, is found to be unduly preferential to the market at Omaha and unjustly prejudicial to the market at Kansas City.

By the terms of the decision, the Kansas City Live Stock Market will be afforded a more equitable adjustment of rates on live stock to Kansas City as compared with Omaha, from certain Nebraska territory.

The Commission also found that the St. Joseph market was discriminated against in the same manner and extent as the Kansas City market.

The C. B. & Q. RR., is ordered to eliminate the preferences and discriminations on or before September 1.

The complaint in the case was prosecuted by the Traffic Department for the Live Stock Exchange. Associated with the Traffic Department in the case, were John S. Burchmore and Luther M. Walter, commerce attorneys of the firm of Borders, Walter and Burchmore, Chicago.

DEMURRAGE CHARGES.

It is reported that the Railroad Administration is hesitating about returning to the demurrage charge of \$2 per day for the first 5 days after free time, and \$5 per day thereafter, replacing the present scale inaugurated by Mr. McAdoo in February, 1918. It is said that the Administration favors a \$3 charge for the first 5 days, owing to the fact that there may be a shortage of equipment in the near future, and it is felt that the initial \$3 charge will be more efficacious in releasing equipment than a \$2 charge. It was understood some time since that the matter of demurrage had been satisfactorily adjusted between The National Industrial Traffic League and the American Railway Association, and the fact that the initial charge may be retained at \$3 instead of reduced to \$2, comes as a surprise.

INTRA-PLANT SWITCHING.

The Western Freight Traffic Committee has ruled that it is correct for the carriers to institute a charge of \$2.50 per car for intra-plant switching movement, where previous to May 25, 1918, no charge was made, it being considered that this authority was granted in Freight Rate Authority 2770 some time since.

A charge of \$2.50 is to apply to both empty and loaded movements.

NEBRASKA CASE TRIED.

The case of The Chamber of Commerce of Kansas City vs Director General, et al, involving rates on classes and on commodities moving at class rates in carload lots, between Kansas City and points in Nebraska, was tried here, May 16 and 17, at the Federal Building. Two days were consumed in the trial, the Traffic Department putting in some 15 exhibits, detailing the rate situation.

A later hearing will probably be held to enable interested firms to prove up reparation, and briefs in the case are due June 16.

SCRAP IRON CASE.

The transportation commissioner on May 20, made oral argument before the Interstate Commerce Commission at Washington in the matter of rates on scrap iron from Kansas points to Kansas City. In this case attack was made on rates on scrap iron from Kansas points to Kansas City as against Pueblo, and the commission in a tentative report, found the situation resulted in unjust discrimination against Kansas City. The complaint in the case is entitled, Kansas City Bolt and Nut Company vs A. T. & S. F. Ry., et al.

MATTERS BEFORE DISTRICT COMMITTEES. Kansas City Committee.

Docket 719—Proposed to establish from Kansas City to Weston, Mo., to Omaha, and Council Bluffs, rate of 21½c per 100 lbs., and to Sioux City 27½c on cereal, beverages, carloads, and 12c per 100 lbs., on empty carriers returned to Kansas City and Weston. (June 4.)

Docket 720—Proposed to establish on corn, carloads from Gulf ports, on shipments from Argentine, to Kansas City and St. Louis, rate 15c per 100 lbs., to be used in making through rates to Cedar Rapids, Iowa. (June 2.)

Docket 725—Proposed to establish through rates on all classes and commodities between Kansas City, St. Louis, etc., and all points on Union Traction Co., via Coffeyville, Kans., and other junction points in that vicinity. (June 6.)

Omaha Committee.

Docket 235—Proposed to establish through rates on grain and grain products from points on C. B. & Q. R. R., in Nebraska and Colorado to Mississippi River, Peoria, Chicago, etc., via, C. G. W. R. R., allowing transit privileges at St. Joseph, Mo. (May 21.)

Docket 237—Proposed to establish proportional rates on grain, carloads, from points in Iowa on M. & St. L. RR. to Council Bluffs, Omaha and South Omaha, on basis not exceeding Iowa single line distance rates plus 1c per 100 lbs. (May 28.)

Docket 243—Proposed general revision of rates on grain, grain products, etc., between Omaha, Lincoln and other Nebraska points also Council Bluffs, Ia., and Oklahoma points in order to secure uniformity in rates, routes, and descriptions also specifically provide rates from and to intermediate territory. Rates on grain and grain products to be subject to maximum of 34c per 100 lbs. To cancel all proportional rates from St. Louis, East St. Louis, Mississippi River and Missouri River points to Oklahoma points local rates to apply. (June 3.)

(Continued on Page 399.)

TRAFFIC DEPARTMENT.
(Continued from Page 398.)

St. Louis Committee.

Docket 848—Proposed to establish rate 17½¢ per 100 lbs., on sewer pipe and wall coping in straight carloads or mixed with sewer pipe, wall coping, drain tile and flue lining from St. Louis to Sioux City. (May 28.)

Docket 871—Proposed to establish on borings, fillings or turnings, carloads, minimum 80,000 lbs., from Kansas City to Mideco, Mo., rate of \$2.90 per gross ton in lieu of present rate of 22½¢ per 100 lbs., and from St. Louis, East St. Louis, Granite City, and Madison, rate of \$2.50 per gross ton in lieu of present rate of 23¢ per 100 lbs. (June 4.)

Docket 881—Proposed to include in list of iron and steel articles that may be fabricated in transit as per item 118 of S. W. L. Exceptions 3-K, tubes, unthreaded; water towers and derricks. (June 4.)

Chicago Committee.

Docket 228—Proposed to provide for same mixing privileges on holly building tile between points in Western Trunk Line Territory as exists on other clay products. (May 28.)

Docket 238—Proposed to amend rule 18-A, C. M. & St. P. 7015-A, I. C. C. B-2002 to require that annual statements of transit houses covering commodities entitled to transit shall also include tonnage represented by unrecorded freight bills and record of grain unloaded on which freight charges have not been paid. (May 29.)

Denver Committee.

Docket A-838—Proposed to establish through rates on grain and grain products from Colorado common points to points in Louisiana and Arkansas based the same differentials over New Orleans and Little Rock, as used in making through rates from Kansas points. (May 26.)

Rates Authorized.

F. R. A., 7559—Authorizes general revision of rates on grain, grain products and hay, carloads between Kansas City and other points and El Paso, Tex., group, also points in Southern New Mexico.

F. R. A., 7697—Authorizes the following run-by and set-back service rules at Omaha and South Omaha, Neb.
Run-by service:

When cars of grain or seeds, placed at elevators or warehouses, are for any cause beyond carriers' control removed therefrom before unloading and are subsequently returned to such elevators or warehouses, a charge of \$2.00 per car will be made for the use of carriers' equipment, power or both.
Set-back service:

When cars of grain or seeds, placed at elevators or warehouses, are removed therefrom for inspection or any other cause beyond carriers' control, and are subsequently set back to such elevators or warehouses a charge of \$2 per car will be made for cooperage and for the use of carriers' equipment, power or both.

F. R. A., 7864—Authorizes rate \$3.10 net ton on ice, carloads, from St. Paul, etc., to Kansas City.

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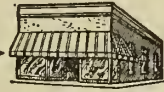


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REJECT REFERENDUM. (Continued from Page 395.)

ers and employees in its proper administration, a most helpful agency, but only if all appointments are made strictly subject to the Civil Service law and rules. Policies governing the conduct of a national system of employment offices should be determined in conjunction with advisory boards—national, state and local—equally representative of employers and employees.

In sending the Chamber's ten negative votes on every one of the thirteen questions, a letter accompanied same explaining the Chamber's position in the following language:

Enclosed herewith please find our vote on Referendum No. 27. The Chamber of Commerce of Kansas City in casting a negative vote on all the propositions contained in Referendum No. 27, does so for the following reasons: We find the Referendum to be incomplete as it does not cover all the phases of industrial relations and is not susceptible to a single interpretation but can be readily misunderstood and given various interpretations.

Many of the principles enunciated by themselves are subscribed to favorably on the part of the Chamber, but the co-relation of Sections 4, 5, 6, and 7, and the interpretation to which they are susceptible by organized labor cannot be voted upon by us favorably, as it would be construed by organized labor as being favorable to the application of these principles to their

present methods and practices.

It seems to us that this Referendum is unfortunate, place American business in position of being called upon to declare in favor of what is in effect, by reason of misinterpretation, the practices of organized labor. We feel that our vote against it might be misconstrued, placing us in the attitude of being opposed to the principles of fairness and justice to labor and thereby establishing a distinction between capital and labor—something we greatly deplore.

The Chamber of Commerce feels that it should not approve principles which would commit the business of the United States to paternalistic tendencies, resulting in Governmental ownership, disregard for property rights and personal liberties which are guaranteed by the Constitution of the United States. We believe that the Constitution should be respected as the fundamental basis of government and there should be no legislation that would rob the individual of initiative or invade the principles of liberty.

In our opinion organized labor would seize upon Referendum No. 27 as an opportunity to urge paternalistic legislation in their interest."

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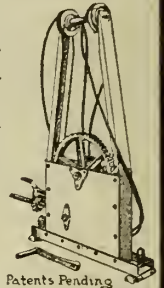
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JUN 12 1919

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 22

KANSAS CITY, TUESDAY, JUNE 10, 1919

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MAKING PROGRESS ON NEW QUARTERS.

The proposition of new quarters has reached a point where the Kansas City Athletic Club has been asked to make a definite proposition for space in its new building at Eleventh and Baltimore. The House Committee, of which Mr. W. S. McLucas is chairman, has drafted a tentative layout on which Col. P. J. Kealy, representing the Kansas City Athletic Club, has been asked for a proposition. The details provide for a strictly business layout with offices, directors' and committee rooms and a limited assembly

ASK WITHDRAWAL OF REFERENDUM NO. 27.

The Chamber of Commerce of Kansas City has asked the National Chamber of Commerce for the withdrawal of Referendum No. 27 on the subject of industrial relations, on which the local Chamber cast a negative vote on every one of the thirteen sub-divisions of the question recently submitted. This action was taken a few days ago by telegram, in conjunction with other leading chambers of commerce of the country with which the local Chamber shared the same thought regarding the Referendum.

As stated in the communication that accompanied the Chamber's vote to Washington the referendum was considered most unfortunate as it placed American business in the position of being called upon to declare in favor of what is in effect, by reason of misinterpretation, the practices of organized labor. Asking for the withdrawal of the referendum even after the votes are cast was with the belief that the executive committee of the directors of the National Chamber would withhold announcement of the vote until the request for withdrawals had been considered.

Initiative in asking for the withdrawal was taken by the Cleveland Chamber of Commerce.

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If you have done nothing in your establishment to help save the big wheat crop, it is up to you now to do it.

Vacant Lots

THE following editorial from The Kansas City Star of May 24th is well worth repetition. There is a sermon in it. It is to help remedy such conditions that the Chamber of Commerce is operating a Civic Department.

There are always those, however, who cannot understand fully the possibilities of a Civic Department. They would understand if they would inquire into its work, on any subject pertaining to the physical side of the city and good citizenship.

There are those who when the Department was organized about a year ago predicted that the Chamber of Commerce would immediately get into a row with the municipal authorities. Nothing of the kind has happened and the relations between the City Hall and the Chamber of Commerce were never more cordial.

Vacant lots provide a subject that is vital to Kansas City. Any suggestions that any member may have will be welcomed by the Civic Department:

WHY SHOULD VACANT LOTS BE EYESORES?

There seems to be a law, natural or otherwise, for most everything except the growth of cities. They grow as they please and most of them look it. Kansas City does, and, what's worse, doesn't seem to care. Question: Why is a billion dollar town content to look like thirty cents?

Probably the answer is that it isn't really content but doesn't know any way to change the conditions that produce the present results. A city, in its physical aspect, is an aggregation of privately owned property—houses and land. A man can do pretty nearly anything with his own property. Or he can do nothing. Kansas City hasn't much to say about it beyond imposing a few restrictions, not always enforced, regarding uses that have been held to constitute a nuisance.

Here lies the root of Kansas City's shabbiness and unsightliness. Owners of vacant lots acknowledge no obligation to make them pleasant to look at. They acknowledge no responsibility to the city that creates the value of their property. In their view a lot disfigured by shacks, billboards, weeds or a tin can dump is as valuable as one spick and span. They usually live where they don't have to look at it. It doesn't occur to them that their stake is not in the lot alone but in the whole city. Except for the city the land wouldn't be worth anything, and when they sell they sell not the land alone, or solely on the basis of its individual value, but on the basis of the city's value which includes its appearance, improvements and that greatest

When a Man Dies

WHEN a prominent man dies it is customary to list the organizations of which he was a part. To a certain extent this is a summary of the man's life, his public life at least. No matter what a man may have been, in his family or closely intimate circles, his measure to the community is indicated by his affiliations with other men.

A resume of the deaths of Kansas City's most prominent men during the last year brings to light the fact that in every instance each was a member of the Chamber of Commerce and had been prominent in its work or that of its predecessor—the Commercial Club—for many years.

The purpose of this item is twofold. It is to bring out the point that membership in the Chamber of Commerce is a credential to a man living or dead. The other point is that the more prominent or successful the man in life the more surely he was a member of and a worker in the Chamber of Commerce.

If instances of the foregoing are necessary, mention need only be made of such outstanding men as George W. Fuller, J. T. Bird, Daniel Lyons, Joseph D. Havens, I. E. Bernheimer and W. H. Seeger, a few of the more recent losses sustained by the Chamber of Commerce and the community.

They belonged to the Chamber of Commerce.

of all intangibles, public spirit.

Kansas City's appearance does not advertise the presence of much public spirit, in which it is unjust to itself, for we know here at home that it has it and can exhibit it on emergency. But it does not keep in on view. It calls it forth on big occasions, as when the government needs a Liberty Loan or something is to be done for the soldiers at the front, but it doesn't use it to help itself.

Kansas City didn't permit any citizen to be a slacker in war work. We saw committees go after such without gloves and march them right out into the spotlight where everybody could see and identify them. Why, then, should it tolerate civic slackers? Why shouldn't it be as courageous in exposing to public view citizens

(Continued on Page 418.)

FIGHTING TO SAVE DAYLIGHT LAW.

The effort of the agricultural interests of the country to repeal the Daylight Saving measure received a setback on June 4 when rider which had been attached to it. This the House of Representatives passed the Agricultural Appropriation Bill without the rider which had been attached to it. This rider, which called for the repeal of the Daylight Saving Law, passed at the last Congress, was stricken out on a point of order, as it prevented consideration of the Daylight Saving measure on its merits. The rider represented an unfair effort to kill a law that was deliberately passed by the last Congress at a time when its benefits and advantages were carefully considered.

The Chamber of Commerce of Kansas City had communicated with Missouri senators and congressmen and with the members of the committees on interstate commerce, protesting against adoption of a rider that had been devised by a minority of the people of the United States against the wishes of the majority. The agricultural appropriation bill is now before the Senate where another effort is being made to attach the same rider.

WRESTLING WITH BILLBOARDS.

The Committee on Bill Boards appointed by Mr. Cliff C. Jones, Chairman of the Department of Civics, held four meetings within the first week after its appointment. The committee soon discovered that the problem is very complex and one which requires a great deal of study to arrive at any conclusions that will be fair to all concerned. As a part of its work the committee directed the Department of Civics to make a survey of bill boards on boulevards. This was done and the committee has on hand complete information as to number, extent, etc., of such boards on boulevards.

At the last meeting of the committee it was decided to work with the Council Committee in an effort to write a bill board ordinance which would protect the city still and at the same time not be unfair to the billboard companies.

VACANT LOTS.

(Continued from Page 417.)

whose neglect and evasion of civic duties and responsibilities impose a penalty upon the whole town? We have gone so far as to tell a citizen how much money he shall contribute to war work, but are afraid to tell him his vacant lot is a public nuisance. And that, too, when some four hundred thousand of us are working our level best to increase its value for him.

Why, we act as though we were afraid he

DEVELOPING CONVENTION HALL ANNEX PROPOSITION.

The special committee of Chamber of Commerce directors and directors of Convention Hall, together with the "committee of six" on exposition building met last week at the call of Chairman James Ketner and thrashed over the proposed annex to Convention Hall, to develop all of its possibilities to serve Kansas City for years to come as exposition headquarters.

The first vital detail gone over thoroughly was how freight cars might be switched to and from the building or to a point adjacent to it so that the live stock and tractor exhibits would not have to be taken through the streets.

Col. P. J. Kealy as a member of the Convention committee and as president of the Kansas City Street Railways Company reported on that phase with satisfaction to the committee, and the meeting adjourned subject to call of the Convention Hall directors when they have worked out further details to submit.

DIRECTORS WORK AND PLAY.

Instead of the directors holding their regular weekly meeting at the Chamber of Commerce last Friday afternoon, President B. A. Parsons introduced a very pleasant innovation by calling the meeting for the Mission Hills Country Club at 6:30 for dinner, to be followed by a business session. In every way the meeting was a great success, every one of the eighteen directors who were in the city attending. In addition to these, ten of the eleven new directors elected at the annual election June 2 were present to get their first introduction to the organization and see how its wheels run.

A still further innovation was a golf game in the afternoon preceding the dinner in which most of the directors participated, regardless of previous experience and ability in that line. There was so much dispute regarding scores that the editor of The Kansas Citian deems it the better part of wisdom to omit any further mention of them.

would take his lot and go away. But he won't. He and his lot need us.

Isn't it time Kansas City should take a look at the situation and see if there isn't some way a town can realize on the obligations due it from citizens it has made rich?

"THE WHEAT WON'T WAIT."

It is up to every business man of Kansas City to help save the big wheat crop.

Annual Election

AT THE annual election of Directors, held June 2, the following eleven members were elected for the two years that will commence October 1, 1919:

G. O. Cunningham, General Manager, Armour and Company.
 Frank J. Dean, President, Dean Coal Mining Company.
 F. B. Heath, President, Geo. B. Peck Dry Goods Company.
 C. O. LaRue, President, LaRue Printing Company.
 W. Malcom Lowry, Vice-President, Henrici-Lowry Engineering Co.
 Milton H. Luce, Vice-President, Luce Trunk Company.
 F. C. Sharon, President, Sharon Realty Company.
 Solomon Stoddard, Vice-President and General Manager, Kansas City Bolt and Nut Company.
 W. H. Weeks, Vice-President and General Manager, Kansas City Stock Yards Company.
 Herbert M. Woolf, President, Woolf Bros. Furnishing Goods Company.
 Andrew Young, Vice-President and General Manager, Montgomery Ward & Company.

These, together with the ten Directors whose terms continue for another year, will constitute the new Board of Directors that will take charge of the Chamber's affairs on the first Tuesday in October.

The ten Directors who carry over are:

W. J. Brace, President, Hudson-Brace Motor Co.
 Geo. H. Bunting, President, Bunting Hardware Company.
 Bruce Forrester, Secretary-Treasurer, Forrester-Nace Box Co.
 Cliff C. Jones, R. B. Jones & Sons, Insurance.
 James Ketner, Vice-President and General Manager, Baltimore Hotel.
 W. S. McLucas, president, Commerce Trust Company.
 Frank C. Marqua, new business manager, National Bank of Commerce.
 John M. Townley, vice-president, Townley Metal and Hardware Co.
 Dr. H. J. Waters, editor, Kansas City Weekly Star.
 Sam B. Sebree, attorney.

The new Directory meets this afternoon at two o'clock in the Chamber of Commerce rooms to elect by ballot a president who under the new by-law recently adopted, may be a member of the Board or may be chosen from the membership at large. There will also be elected a vice president for each of the six departments of the Chamber, and a Treasurer.

The new Board at this same meeting will appoint a general secretary, an industrial commissioner, and a transportation commissioner and fix and regulate their salaries. They shall also arrange for the employment of such other assistants as they may deem necessary.

In the election June 2, 1453 ballots were cast. Of these 103 were disqualified for the following reasons: Unsigned, 41; Delinquent in dues, 29; Voted for more than 11 names, 33.

The judges of election were Messrs. L. C. Smith, Alfred P. Rothschild and H. W. Ritterhoff. The honors of the day were carried off by Mr. Andrew Young, who ran way ahead of any other candidate.

The following is the complexion of new Board according to lines of business:

Attorneys:	Live Stock:	Retail:
Frank C. Marqua	W. H. Weeks	W. J. Brace (Automobiles)
Sam B. Sebree.	Manufacturers:	Geo. H. Bunting (Hardware)
Banks:	F. O. Cunningham	F. B. Heath (Dry Goods)
W. S. McLucas	Bruce Forrester	Milton H. Luce (Trunks)
Engineering:	Solomon Stoddard	Herbert M. Woolf (Clothing)
W. Malcom Lowry	Newspapers:	Andrew Young (Mail Order)
Hotels:	H. J. Waters	
James Ketner	Printing:	Wholesalers:
Insurance:	C. O. LaRue	Frank J. Dean (Coal)
Cliff C. Jones	Real Estate:	John M. Townley (Hardware)
	F. C. Sharon	

AMERICANIZATION CELEBRATION.

The Americanization Committee of the Chamber of Commerce is planning a Fourth of July celebration to be held at Swope Park and to be participated in by all foreign born residents who have become citizens within the past year, and their families.

The committee is asking the co-operation of the civic organizations of the city in making this a red letter day for newly made citizens, and impressing upon them that they are heartily welcomed by the people of the land of their adoption.

The committee contemplates including in the program a parade of the 7th Regiment, Military and Naval units that have recently returned from service "over there," Boy Scouts, Civic Organizations; City, County and Government Officials; Foreign Consuls and societies, Labor Union representatives and the Women's organizations.

Following the parade the different bodies will go to Swope Park where patriotic exercises will be held, including speaking, songs and the flag salute.

Members are asked to join in this celebration fuller details of which will be published later.

PUBLIC WELFARE COMMITTEE.

Two subjects were discussed at the meeting of the Welfare Committee on May 13. The first was the proposal now before the city officials to dispose of city garbage by a new method discussed in last week's Kansas Citizen. The conclusion of the committee was that the method is worthy of trial in Kansas City, if after complete investigation the claims made for it are substantiated. The committee urged however that of greater importance than disposal is that the city should undertake collection with municipal forces. It was also urged that definite settlement be made on the question of hotel and restaurant garbage.

The second subject considered by the committee was substitute for saloons. The secretary was instructed to gather all the information available from local people and elsewhere on the subject and report back to the committee.

All actions of the Committee were approved by the Board of Directors at its meeting May 16.

INDUSTRIAL OPPORTUNITY.

P. Gaudia & Company, P. O. Box 976, San Juan, P. R. desires to correspond with manufacturers of wrapping paper. They desire prices and samples, and business will be conducted on strictly cash basis. Correspondence must be in Spanish.

PROMOTING PRACTICAL WATERWAY LEGISLATION.

The Mississippi Valley Waterways Association has drafted a bill which will soon be presented to Congress that has for its object the prompt completion of the Ohio, Mississippi and Missouri River projects.

This is pursuant to resolutions adopted by that Association at its second annual meeting held in St. Louis, April 17 and 18. Separate bills have also been prepared and introduced which will provide:

(1) For the co-ordination of the railways and waterways of the country compelling them to co-operate and work together for the good of all the people and;

(2) To provide for a commission or bureau which will have complete jurisdiction over the inland waterways thus freeing them from railroad domination and control.

GOVERNMENT RESEARCH CONFERENCE.

The Governmental Research Conference, composed of civic organizations doing research work in government in the United States and Canada, has called a meeting to be held in Chicago beginning June 23. This is the annual meeting of the conference.

The Conference includes in its membership organizations such as bureaus of municipal research, civic bureaus, civic departments of Chambers of Commerce, and similar agencies which endeavor to bring about improvements in government through scientific study and publicity. It was founded four years ago by a group of research men.

The Department of Civics is a member of the Conference, Mr. Walter Matscheck, the Secretary of the Department, being one of the group which originally formed the conference.

Over 30 cities in the United States and Canada now have research organizations of some kind. In only four are these organizations a part of the Chamber of Commerce as in Kansas City.

FOREIGN TRADE CORRESPONDENCE TRANSLATOR.

The Industrial Department is in touch with local parties in a position to translate correspondence with foreign countries in connection with foreign trade opportunities. Members desiring to secure such translations should communicate with the Industrial Commissioner.

If you are interested in Kansas City's future, help save the wheat crop by releasing some of your labor. See that they register and go.

The National Cloak and Suit Company

Two Million Dollar Plant to be erected in Kansas City, Mo.



NEGOTIATIONS which have been carried on by the Chamber of Commerce during a period of more than a year were brought to a successful conclusion last week, with the announcement that The National Cloak & Suit Company of New York would locate their western branch in Kansas City.

This announcement, subject to some further negotiations on building bonds, was made by Mr. S. G. Rosenbaum, President of the Company, to Messrs. Solomon Stoddard, Chairman of the Industrial Committee J. W. Perry, President National Bank of Commerce, President B. A. Parsons and Industrial Commissioner E. W. Mentel just before leaving the city with the rest of his party for New York, last Wednesday night. This following a number of conferences covering a period of several days with members of the Industrial Committee, local bankers and real estate interests.

The cut above, made from a photograph left with the Industrial Department by Mr. Rosenbaum, shows the building as it will look when entirely completed. It is the intention of the Company to build at once the front section, eleven stories, and the middle section, five stories, as shown by the black line on the cut. This will mean the investment at once, in land, building and equipment, of approximately two million dollars. The building will be so constructed as to permit of its being completed as shown in the cut as the business increases.

The site selected for this plant is located at the corner of Independence Avenue and Hardesty street on the tracks of the Kansas City Terminal Railway.

This is one of the most important announcements of an industrial nature that has been made to Kansas City people in several years. The National Cloak & Suit Company is said by those in a position to know to be the largest concern of its kind in the country, doing a strictly mail order business, principally in women's ready-to-wear apparel, and men's furnishings. The business is similar in nature to that of Montgomery Ward & Company, and the territory to be served by this western branch will be separate and distinct from that served from the New York house. Statements of the Company show that they did a business of over \$32,000,000 last year, and they are said to employ some 3,500 persons in their New York plant. They expect to employ not less than 1,000 persons in the Kansas City branch at the start.

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GOOD FELLOWSHIP TOUR POSTPONED.

Old J. Pluvius was responsible for the postponement of the Good Fellowship Automobile Tour scheduled for last Friday and Saturday. Mr. T. Percy Bryan who is managing the June Tour, with the consent of his Committee, has set June 13-14 as the new dates. The rains of last week made the roads impassable for automobiles. All arrangements for meals, hotel accommodations, etc., have been set ahead one week and all will be in readiness next Friday and Saturday.

Thirty automobiles will be available for the 125 trippers. The following members of the Chamber have made reservations for tickets:

A. B. Burrows, Quick Tire Service Co.
Hal Brent, Shukert Furniture Co.
C. B. Magill and G. M. Babst, Dort Sales Co.
G. V. Metzger, N. W. Life Insurance Co.
E. N. Brown, Brown, the Printer.
J. H. Huntzinger, J. Carl Zachow, Huntzinger Advertising Co.
Rulif M. Martin, Redheffer Envelope Co.
H. L. Jarboe, Drivers National Bank.
D. D. Clark, K. C. Light & Power Co.
O. L. Holland, Commonwealth Life Insurance Co.
P. A. Lantz, Lantz Coffee Co.
Clyde Smith, Rahe's School.
Dr. T. S. Blakesley, Physician.
S. E. Crawley, Superior Art & Repair Co.
E. G. Clear, Arrow Transfer Co.
George D. M. Jones, Lyle Stephenson.
J. F. Martin, Buick Motor Co.
Thomas Dods, Thomas Dods Cleaning Co.
Harry T. Crosbie, Kelly Springfield Motor & Truck Co.
George P. Reintzes, K. C. Construction Co.
M. A. Loewen, Enterprise Mfg. & Com. Co.
G. O. Shapsen, Goodrich Tire Co.
C. O. Blevans, Thompson Cigar Co.
Wm. F. Thompson, Thompson Cigar Co.
Albert Tamm, A. O. Thompson Lumber Co.
W. D. LeRoy, Terminal Trust Co.
A. J. Brechtel, Studebaker Corporation of America.
C. J. Myers, Butler Motor Co.
J. C. Lyle, Lyle Plate Glass Co.
W. G. Hemphill, Eureka Cleaners.
J. F. Gavin, K. C. N. W. Railroad Co.
G. R. Tuttle, 1032 Wyandotte.
John Jenkins III, J. W. Jenkins Sons Music Co.
Joseph Tingle, Tingle Oil Co.
Sam F. Baker, Baker Ford Agency.
D. E. Anderson, Anderson Photo Co.
T. E. Kiles, Security National Bank.
Haywood Hagermon, J. B. Welsh Realty Co.
C. D. Burrell, 1816 McGee.
J. F. Waite, 1032 Wyandotte.
Larry Spencer, Spencer Printing Co.
Frank C. Marqua, National Bank of Commerce.
Geo. E. Cole, Cole Commission Co.
E. R. Chesney, State Mutual of Massachusetts Life Ins. Co.
Harold DeBenham, Loose Wiles Co.
Chas. S. Alves, Peoples Trust Co.
Geo. F. McKenney, Bishop Press.
Clarence Barhydt, American Type Founders Co.
J. P. Comfort, Missouri Inter-State Paper Co.
T. S. Gough, Western Baptist Publication Society.

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GOOD ROADS WORK IN EVIDENCE.



The Park Board has granted the Good Roads Association of Greater Kansas City the privilege of placing handsome concrete road markers along the streets and boulevards to direct visiting motorists into the City and to the Union Station, where all trails will center. These road signals will bear the official emblem of the Good Roads Association the design of this emblem being a red heart upon which appear in blue the letters "K. C." and super-imposed on the letters, a horizontal arrow in white bearing the word "Greater."

The Good Roads Association is in sympathy with the plan to do away with those things that disfigure the City streets, and in the selection of the concrete road signals described above, they have chosen something that will prove both serviceable and decorative.

This is the first fruit of the recent work of the Chamber's Good Roads Committee.

Pettis County has just voted a \$500,000 bond issue, which will provide for a county system of hard roads costing \$4,000,000 when completed. The Good Roads Association of Greater Kansas City assisted materially in the successful culmination of the Pettis County bond election.

A paved road has been financed all the way from Kansas City to Joplin (except in Johnson County) via the Jefferson Highway. It is now only a matter of engineers and contractors to make the paved road a reality.

G. R. A. MEMBERSHIP CAMPAIGN.

Mr. J. S. Adsit, Chairman of the Markets, Transportation and Good Roads Committee, has appointed a special committee of seven to represent the Chamber of Commerce in the forthcoming membership drive for the Good Roads Association of Greater Kansas City. This special committee consists of Messrs. Ben S. Brown, Frank A. Davis, H. W. Ritterhoff, D. M. Lighton, Wm. McGibbon, Lyle Stevenson and Harrison C. Minor.

The appointment of this committee is in compliance with a request from the directors of the Good Roads Association that every civic organization in Kansas City appoint a special solicitation committee to assist in the membership campaign, which will be opened about June 15th with an intensive drive not to exceed a week.

VISITING KANSAS CITY'S INDUSTRIES



HUTTIG MILL WORKS COMPANY

The above cut shows the plant of the Huttig Mill Work Company, located at Independence Road and White Avenue. The Company states that they have 5 acres under roof and employ from 300 to 400 men. They manufacture a full line of interior finish lumber, sash, doors, flooring and cabinet work.

"Huttig" products are distributed over Kansas, Oklahoma, Texas, Arkansas, Colorado, Iowa, Nebraska, New Mexico, Utah, North Dakota and South Dakota.

During the war when restrictions were placed upon building, in order to keep the men employed, the firm turned to making silos, and hog feeders, and have worked up an extensive trade in these modern farm requirements, one entire section of the plant being used for their manufacture.

NATIONAL CLOAK AND SUIT CO. (Continued from Page 421.)

As stated before, the proposition has been under negotiation for more than a year. Mr. Albert Schoenberg of the Schoenberg Realty and Investment Company, having been appointed their agent in negotiating for a site either in Chicago, St. Louis, Omaha or Kansas City. Not only has there been competition between the four cities, but in each city there were at least four possible locations submitted so that in all there were sixteen sites under consideration. Kansas City was finally selected, due to its having better distributing facilities and being the natural gateway to the trade territory to be served, thereby providing better and quicker service at less cost than was possible from any other point.

All of this means more than just the employment of a thousand or two thousand persons in the Kansas City plant. It means that there is a possibility of other concerns manufacturing the lines that this company will distribute locating here as it is not the intention of the National Cloak & Suit Company to manufacture, but rather to purchase its entire supply from manufacturers and do strictly a distributing business. It means also an immense amount of advertising for Kansas City as this company will distribute several million catalogs a year bearing Kansas City's name as the location of its western branch.

To Mr. Stoddard and to Mr. Perry is due the greatest credit for having secured this concern for Kansas City. Other members of the Industrial Committee, and bankers who have assisted materially include Messrs. R. L. Redpath, J. F. Porter, W. S. McLucas, J. F. Downing, H. C. Flower, G. M. Smith, S. K. Cooke, F. O. Cochran, President B. A. Parsons, E. F. Swinney, E. W. Shields, H. F. Hall, J. J. Heim, General Secretary J. M. Guild, P. J. Kealy, J. D. Dewan, G. G. Moore, F. M. Blish and Andrew Young.

Kansas City is to be congratulated upon securing this fine new industry and the appreciation of the Industrial Department of the Chamber is here extended to all those who have had any part in the negotiations.

GOOD FELLOWSHIP TOUR.

(Continued from Page 422.)

J. H. Rayburn, Chamber of Commerce.

H. J. Alley, Bankers Accident Insurance Co.

W. C. Muth, National City Bank.

Charles R. Matthews, Penn Mutual Life Insurance Co.

E. J. Powell, Marwick, Mitchell Peet Co.

O. D. Stewart, Rialto Barber Shop.

O. W. Thomas, A-B-C Fireproof Warehouse Co.

Glenn S. Morris, Denton Eng. & Const. Co.

Walter Matscheck, Chamber of Commerce.

E. W. Mentel, Chamber of Commerce.

Harry Navaran, Midwest Envelope Co.

Virgil Harkrader, Baird Engraving Co.

The U. S. Fighting Man

THE real meaning of the foregoing caption was made quite clear to two hundred members of the Chamber of Commerce last Wednesday at the Y. M. D. luncheon, by the remarks of Captain Joseph A. Cooper, "Fighting Chaplain" of the 89th Division. If the forcefulness of Captain Cooper's address was an indication of his military work, one is well justified in giving him the title of "Fighting Chaplain."

"The morale of an army is as important in winning battles as are the guns, ammunition and other materials furnished the men," said Captain Cooper, "and I wish to unequivocally state that the morale of the U. S. fighting man was the real reason that made the people of France call them 'our saviors.'"

"To maintain the proper morale after the armistice it was necessary to create objectives to which the men might look after the defeat of Germany, which up to the signing of the armistice was the principal objective of the allied troops. It was found that in placing before these American soldier the word and picture of 'Home,' that this appeal was sufficient."

Captain Cooper paid glowing tribute to the American "doughboy," who he said was taken fresh from the plow and counter and met and defeated the much flaunted and feared Prussian soldier. For the critics who have criticized the organization responsible for placing in France in a short time an army of three million soldiers Captain Cooper said: "Those who discounted the work of the organization responsible for the placing of the American Army in France,

that was the most stupendous task that has ever been undertaken or accomplished in the history of the world, are either telling deliberate lies or worse, and if mistakes were made, and they naturally were, I believe that every effort was made to remedy the fault as soon as possible. Today there is one representative in Paris to whom all of Europe is looking to, especially the small countries, and that man is President Wilson. He is not looked upon as an individual, but as the representative of the United States, as representing the world's greatest democracy."

"The necessity of the League of Nations is paramount, either that or a similar body or suitable covenant which will settle all world questions and differences arising from time to time.

Chairman F. C. Marqua who presided, introduced several "prominent citizens" of towns to be visited on the Good Fellowship Automobile Tour June 13-14. Mr. Al Bretchel representing the Superintendent of Roads of DeSoto, Kansas; Mr. John T. Barker as the President of the Chamber of Commerce of Toneka; Judge E. J. Fleming for the Mayor of Hiawatha, and T. Percy Bryan representing the town marshal of Tonganoxie.

Dr. Isadore Loeb, Dean of the Department of Business Administration of the University of Missouri spoke briefly on behalf of this new branch of the States educational institution and urged the greater preparation of men for business through the means of special courses.

THE WHEAT WON'T WAIT.

WHEREAS, authentic information from the farm help authorities for the State of Kansas indicates that 120,000 men from outside that state will be needed during the forthcoming wheat harvest to take care of the greatest wheat crop in the history of that state, and

WHEREAS, Kansas City has been asked to supply 12,000 of this total number recruited largely from those engaged in heavy labor, and

WHEREAS, a guaranteed minimum wage of fifty cents an hour has been established for those engaged in the wheat harvest in Kansas together with board and lodging, and

WHEREAS, the business welfare of Kansas City is dependent in a great measure on the successful harvesting of the Kansas wheat crop, estimated to be worth \$475,000,000, therefore be it

RESOLVED by the Chamber of Commerce of Kansas City, Missouri, that it is the sense of this organization that all employers of heavy labor in Kansas City should not only allow but urge all men engaged on work that can wait, to go for a period of from fifteen to twenty-one days, beginning on or about June 20, to the Kansas wheat fields, and that further encouragement to go be given employees by granting them vacations, and be it further

RESOLVED, that copies of this resolution be printed in The Kansas Citian, Kansas City daily papers, and distributed as well among the members of the Chamber of Commerce, especially those that employ heavy labor of the type needed for the successful harvesting of the Kansas wheat crop.

BOARD OF DIRECTORS, CHAMBER OF COMMERCE OF KANSAS CITY.

GROWTH OF CHARITIES CHEST PLAN.

The development of the combined drive to finance the charities of Kansas City is a result of conditions which have produced similar combined drives in many American cities. Two years ago perhaps not over a dozen cities in the United States combined their campaigns for charities funds in one drive. With the war came numerous demands for funds for war organizations. As quick result of this was the war chest plan under which all funds for war purposes, except Liberty Loans, were raised at one time. This proved so successful that about 300 cities had adopted the method by the close of the war. A number of these cities included in their drives the local charities. This was the plan adopted by Kansas City last year when \$300,000 was raised to carry twenty-four charities for the present year.

Now that the demands for war organizations are over these cities are considering whether or not the single drive plan is of sufficient value to be worthy of continuance for all local demands. Many cities will decide that it is.

Two facts—first, that the single drive does away with repeated calls for funds and waste of effort of numerous campaigns; and

DEPARTMENT OF CIVICS ACTIVITIES.

The report of the Department of Civics for the month of June shows seven leading fields of activity for the month as follows:

Charities Work.
Garbage Collection and Disposal.
Bill Boards.
Flood Protection.
City Finances
Oak Street Widening.
Constitutional Amendments.

second, that in the average American city the percentage of population giving to charities was raised from 4 or 5% to about 35%, and that these contributors gave an average of \$8.68 each—are all the argument that is necessary to prove that they should be continued.

The Charities Committee of the Chamber has decided that Kansas City should have a single drive for the next year. The number of institutions to be included and the amount of money it will be necessary to raise have not yet been determined. Before these can be decided, the committee will make extensive studies of the work of various organizations and of charity needs in Kansas City generally.

ONE-HALF BILLION DOLLARS COMING TO KANSAS CITY

If the Kansas Wheat Crop is harvested on time, but

“THE WHEAT WONT WAIT”

Kansas is calling for 120,000 Harvest Hands from outside the State of Kansas. Kansas City's quota is 12,000. Wages 50 to 70 cents per hour with Board and Lodging.

Employers of labor are asked to release at least 5 per cent of their men for only 15 out of the 365 days of the year, while if the farmer does not harvest his crop in 15 days his entire 365 days work is lost. It requires six men to harvest all that one farmer has planted to wheat. Men engaged on work that can wait should be encouraged to go to the wheat fields. Some firms are allowing vacation on half or full pay to men who will go as hands to the wheat harvest.

HARVEST HAND ENROLLMENT BUREAU

804 GRAND AVENUE

Chamber of Commerce

Cooperating with the

U. S. Employment Service.

Traffic and Transportation

COTTON PIECE GOODS REPARATION ALLOWED.

The Department is in receipt of an order from the Interstate Commerce Commission ordering reparation to be paid various Kansas City complainants in the cotton piece goods cases, ICC dockets 5660 et al.

Smith-McCord-Townsend Dry Goods Company is awarded \$703.77 against the C. B. & Q. R. R., and \$313.58 against the St. L. S. F., R. R. with interest from November 1, 1912.

Emery-Bird Thayer Dry Goods Company, Baker & Lockwood Manufacturing Company, Burnham-Munger Root Dry Goods Company, and Pitts-Smith Dry Goods Company, are awarded reparation in lesser amounts—the items of those firms being some of their smaller claims. Interest is also allowed from various dates in 1912 and 1913.

The amounts allowed total about \$1100 (exclusive of interest) and are about one-fourth of the total claims; orders covering the further amounts, the Department expects, will be issued at no far distant date in the future.

The dry goods interests of Kansas City in October 1912, filed complaints before the Interstate Commerce Commission attacking rates on cotton piece goods, applying from the Mississippi to the Missouri River, on cotton piece goods originating in the East and Southeast. A decision was secured in June 1913, which found that the rates complained of were unjust and unreasonable, and a reduction of 3 cents was ordered, reducing the rate to 32 cents, and reparation to that basis was authorized from December 31, 1911, and complainants were instructed to prepare claim statements covering amounts due. Such statements were filed with the Commission and the railroads, but delay ensued, and it was found necessary that a further hearing be held for the purpose of proving up the claims, following which claimants were instructed to again file statements.

OPPOSE LONG AND SHORT HAUL LAW.

Traffic Vice-President C. W. Lonsdale, and Transportation Commissioner R. D. Sangster, have filed with the chairmen of the Senate and House Committees on Interstate Commerce, also with Congressman Bland, Senators Reed and Spencer, a communication pointing out reasons why the bill introduced in the Senate by Senator Miles Poindexter of Washington, which proposes to make rigid the long and short haul clause of the Interstate Commerce act should be opposed. By law a carrier is prohibited from charging a higher charge to a nearer point than to a farther point, the haul to the nearer point being included within the haul to the farther point, but the Interstate Commerce Commission is vested with power after hearing in special cases to authorize departures from this law when conditions warrant, such as water competition between the point of origin and the farther point, which does not obtain to the nearer point, or competition more direct and shorter rail lines.

It is felt that the Commission should still retain its judicial powers in such matters, and the effect of a rigid law would be the establishment of rates by legislative enactment, and prevent procedure enabling consideration of the

circumstances of the particular case or nature of the traffic.

The National Industrial Traffic League has gone on record as opposed to this legislation, and the Chamber also when the same matter was up a year ago went on record with the Senate and House Committees as opposed.

Hearings on the bill will start May 10, at Washington, before the Senate Committee, which will be attended by a special committee of the National Industrial Traffic League, of which the transportation commissioner has been appointed a member.

BILL OF LADING ACT UPHELD.

The Department has received a telegram from Francis E. James, a prominent commerce attorney of Washington, D. C., that the Supreme Court of the United States has upheld the validity of the "Pomerene" Bill of Lading act.

One Ferger and his associates were indicted for the forgery of bills-of-lading, and the trial court sustained a demurrer on the ground that inasmuch as there had been no actual transportation in interstate commerce (no goods having been shipped) it was beyond the power of the Federal authorities to punish the offenders; and the offense was one to be left to the states to punish.

The safeguarding of bills-of-lading was the prime object of the bill-of-lading act, and the Supreme Court, very wisely, took a different view and overruled the trial court, holding that the Federal authorities were empowered to punish, thus upholding the validity of the act.

Mr. James was retained by The National Industrial Traffic League in an effort to overthrow the decision of the lower court, which was successful.

STATUTE OF LIMITATION.

The Interstate Commerce Commission has promulgated amendments to their rules of practice, to provide for filing reparation claims two years subsequent to the payment of the charges, instead of two years after delivery, to conform to the decision of the Supreme Court of the United States which held that the statutory period of limitation ran from payment of freight charges and not from delivery of the shipment.

Thus, if a carrier should present an undercharge bill today on a shipment delivered more than two years ago, which undercharge bill was technically collectable, although unlawful, the shipper can now pay the bill and file complaint, formal or informal, with the Interstate Commerce Commission seeking reparation. Under the view which was formerly held, that the two year period ran from delivery, the shipper would be barred from recovering the excess payment when payment was made under such conditions.

REPARATION ON STATE SHIPMENTS.

Director of Traffic Chambers has announced that reparation claims on special dockets, covering state traffic moving subsequent to June 25, 1918, should be handled in the same way as claims covering shipments moving interstate.

QUINDARO SWITCHING.

The municipalities of the two Kansas Cities have docketed with the Kansas City District Freight Traffic Committee a proposal to include the Quindaro Waterworks within the Kansas City Switching District—at present it is just outside.

The matter is set for hearing before the Kansas City Committee on June 16, at 2:30 p. m.

CANAL SERVICE.

The Shippers' Navigation Company announces that its freight receiving station at Pier 5, East River, New York City, is open daily except Sunday, 8:00 A. M. to 5:00 P. M. for receipt of freight for western points via canal and lake. Rates are on differential basis under all rail rates, and are lower than rail-lake rates.

MATTERS BEFORE DISTRICT COMMITTEES**St. Louis Committee.**

Docket 906. Proposed to provide for the application on current rates between Kansas City and St. Louis as maxima at intermediate points on C. R. I. & R. R. (June 18.)

Docket 911. Proposed following changes in rules governing use of bulk heads or partitions between points in states of Arkansas, Missouri, and Oklahoma.

"(A) To cancel entirely the 'Bulk-Heading' rule."

"(B) To limit application of rule to period of May 1st to June 30th inclusive, or May 15th to July 15th inclusive." (June 18.)

Chicago Committee.

Docket 267. Proposed to publish rate of 25c per cwt. on agricultural implements, carloads, in lieu of present rate 27½c from Ottumwa, Ia., to Kansas City via C. M. & St. P. R. R. in order to line up with rates in effect via other routes. (June 17.)

Dallas Committee.

Docket 903. Emergency. Proposed to publish via K. C. S. Ry., same rates on Grain, Grain Products and Hay from Kansas City and other Missouri River points to Texas City, Tex., for Export, as now apply to other Texas Gulf ports.

Denver Committee.

Docket A 878. Proposed to establish on tomato pulp or tomato puree from Canon City, Colo., to Missouri River points rate 44c per 100 lbs., in lieu of present rate 85½c. Similiar adjustment proposed to other territories. (June 10.)

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DEMURRAGE DIFFERENCES.

Any advance over \$2 per day as the primary demurrage charge will cause a break in relations between the demurrage committee of The National Industrial Traffic League and the traffic officers of the Railroad Administration. In conference on May 22, Charles Rippin of St. Louis, and R. D. Sangster of Kansas City, the representatives of the League committee that conferred with Director Chambers, took the position that the agreement on \$2 a day was binding for post-war purposes; that the League should not be asked to assent to \$3 or \$2.50 as the primary charge—(Traffic World.)

TO RESTORE COMMISSION'S POWER.

Senator Cummins of Iowa, the new chairman of the Senate Committee on Interstate Commerce, has reintroduced his bill limiting the President in his rate-making power to the power formerly possessed by the railroads which he took over, and making it clear that the carriers, while under federal control, shall be subject to all laws and liabilities as common carriers, whether arising under state or federal laws, or at common law, except insofar as may be inconsistent with the federal control act, amended as proposed by him.—(Traffic World.)

ZINC SULPHATE RATES.

The Kansas City District Freight Traffic Committee is making investigation relative to necessity for further continuing commodity rates on zinc sulphate to eastern destinations, as carried in E. B. Boyd's tariffs 15 and 25 series.

All shippers interested in the maintenance of these rates are requested to communicate at once with the Department of Traffic of the Chamber.

TRAFFIC LEAGUE MEETING.

There will be a special meeting of The National Industrial Traffic League, June 11, 12, 13 at the Hotel Pfister, Milwaukee. Max Thelen, Director of Public Service, U. S. Railroad Administration, will attend, for the purpose of conferring with shippers' members of the various traffic committees.

Among the various subjects to receive consideration will be the pending congressional legislation, the purpose of which is to make rigid the long and short haul clause of the commerce act.

LINCOLN LEAVES COMMITTEE.

D. R. Lincoln, who has been chairman of the Kansas City District Freight Traffic Committee, has resigned, having been called to Washington to accept a position on the staff of the Director of Traffic, Edward Chambers.

Mr. Lincoln was formerly assistant general freight agent of the Missouri Pacific Railway, having been located at Kansas City and St. Louis, in the past and is well known among Kansas City shippers.

His successor on the Committee has not yet been announced.

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F. R. A. 7981. Authorizes rate 11c per 100 lbs. on crushed stone, carloads, from Sioux Falls, and Dell Rapids, S. D., to Kansas City.

F. R. A. 8034. Authorizes charge of 5c per 100 lbs. for out of line haul over 130 to 150 miles inclusive on Grain, Grain Products, etc. A. T. & S. F. Circular 2947-K, ICC 7621 Section 40 Paragraph "F."

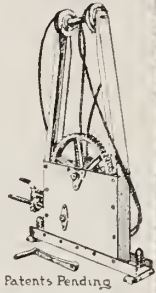
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NEW THROUGH CARS.

Effective May 15, the Pennsylvania established two new through package cars from Philadelphia to Kansas City. One car loads at Dock street on Wednesdays, and the other car loads at Kensington on Thursdays. The cars are routed via the Pennsylvania to East St. Louis, thence C. & A.

CONSERVING CARS.

Box cars will become scarce when the huge grain crop, which is in expectancy, begins to move. Shippers can aid materially by loading cars heavily, and also by using coal or stock cars when the commodity will permit.

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DR. C. K. EDMUNDS

President Canton Christian College,
will speak at the regular
Bi-Weekly Luncheon
June 11.



“Trade with China”

will be the subject of his address.

Dr. Edmunds has traveled some forty-five thousand miles throughout China, and has therefore had an opportunity to observe conditions in China, physical, economic, social, industrial and educational.

This address should be of special interest to all members interested in the development of

Foreign Trade.

Francis I Room, Hotel Baltimore,
12:15 o'clock.

Luncheon \$1:00.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 23

KANSAS CITY, TUESDAY, JUNE 17, 1919

Base Ball

New Officers

Housing Survey

Good Fellowship Tour

Developing Foreign Trade

*Kansas Wheat crop will bring Half Billion
Dollars to Kansas City.*

*Men on work that can wait should be
released and encouraged to go and help
harvest it.*

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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THE CHAMBER OF COMMERCE OF KANSAS CITY

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Third Vice-President.....C. W. LONSDALE
Fourth Vice-President.....H. J. WATERS
Fifth Vice-President.....JAMES KETNER
Sixth Vice-President.....F. C. MARQUA
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Transportation Commissioner.....R. D. SANGSTER
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Agricultural Commissioner.....O. K. QUIVEY
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GEORGE W. FULLER MEMORIAL COMMITTEE.

President B. A. Parsons has just made the appointment of a special committee to prepare suitable resolutions on the death of the late George W. Fuller. This committee will also discuss plans for a memorial meeting in conjunction with the Helping Hand and other organizations with which Mr. Fuller was prominently identified.

The committee consists of the following:

J. C. James, C. J. Smelzer,
M. V. Watson, J. F. Richards,
U. S. Epperson, Leon Smith.

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BASE BALL.

EVERY red-blooded, real American is for base ball, the national game, as he should be. It is a sport that appeals to the real fan all the year 'round. The season is on, and the dignified business men of Kansas City are boys again. Every one who attends the Y. M. D. luncheon tomorrow noon will have opportunity to see a fine game later in the day as the guest of the president of the local club.

A big attendance is urged at the luncheon, not only from the standpoint of enjoying the noon hour, but there is a business aspect to it. A successful baseball team is an asset to any city, and Kansas City is unusually fortunate in this respect. And a winning team is an especially good advertisement.

What will help the team to win more than the interest of the members of the Chamber of Commerce? So everyone is urged to attend the Wednesday luncheon and in that way show the "Kansas City Blues" how they stand with the busy business man. President Tom Hickey of the American Association will speak.



ANDREW YOUNG - 1st V.P.



JAMES KETNER - TREAS.



SOLOMON STODDARD - 2nd V.P.



W.S. McLUCAS - PRES.



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Dr. H. J. WATERS - 4th V.P.



FRANK J. DEAN - 5th V.P.

1919-20
OFFICERS
CHAMBER
OF
COMMERCE
OF
KANSAS CITY



W. MALCOM LOWRY - 6th V.P.

POLICE BULLETIN.

The Kansas City Police Department each week publishes a Bulletin in which the activities of the Police Department are related. This Bulletin, giving as it does the Department's views and its activities written by the officials themselves, is interesting and valuable. A recent number states that the Bulletin is being sent to a large number of leading business and professional men in the city. Any member of the Chamber desiring to receive the Bulletin can doubtless get it by writing the Police Department and asking that his name be put on the mailing list.

**NEW DATES FOR
GOOD FELLOWSHIP TOUR.**

The rains of last week made the roads over which the Good Fellowship Automobile Tour was to be made practically impassable and a second postponement was found necessary. Mr. T. Percy Bryan, Manager of the Tour, announces the dates of June 20-21, Friday and Saturday of this week. The original dates set for this trip were June 6-7.

In spite of postponements the tour will be a big success. Eighty applicants for tickets have been received and 25 cars pledged to carry the trippers. Previous arrangements made for luncheon at Topeka and Valley Falls, with the night stop at Hiawatha, have been changed to correspond with the new dates and the committee has been advised that the postponement will find the Chambers of Commerce in these cities ready to handle the trippers when they arrive.

NEW GAS COMMITTEE.

A special gas committee has been appointed by the Board of Directors on the recommendation of Vice-President Cliff C. Jones, in charge of the Civic Department. This committee is for the purpose of looking into the present situation with reference to the gas supply and of suggesting plans for handling any improvements or changes that may be necessary. Particular reference is to be given to the suggestion that an artificial gas plant be built perhaps on a co-operative basis. The gas supply during the last winter was entirely adequate. The committee will endeavor to determine, so far as possible, what the prospects are for the coming winter. The committee is composed of:

Geo. H. Bunting, Chairman.	
Andrew F. Evans,	John A. Moore,
F. M. Bernadin,	R. L. Redpath,
Fred S. Doggett,	U. S. Epperson,
E. H. Busick.	

HOUSING SURVEY.

Plans for a complete housing survey of Kansas City were discussed at a meeting with Mr. Chas. R. Bixby, representing the Bureau of Industrial Housing and Transportation of the U. S. Department of Labor last week. Mr. Bixby was in Kansas City by request and for the purpose of discussing plans for a survey such as has been made in various other cities, and which he and his assistants are ready to supervise when Kansas City is ready for it.

A survey such as is contemplated would bring out such information as the total number of homes, the number owned by their occupants, number of families per dwelling, number of persons per family, number of rooms, if rented what rent paid, whether occupant would prefer to purchase if financial arrangements could be arranged, what type of house they would prefer, whether bungalow or two story, brick or frame; sanitary conditions, condition of repair, where occupant is employed, modern improvements, etc. This naturally would mean a complete house to house canvass.

The committee of which Mr. Howard McCutcheon is the Chairman and who will be vested with Federal authority, has determined to develop plans during the summer for such an organization of volunteer workers as will make possible the taking of such a survey. It is planned to have a sufficiently large working organization to make the actual canvass in a period of not more than one week, possibly in three days. The tabulation and recapitulation would of course require considerable time thereafter.

The complete personnel of the committee has not been named. Those attending the conferences included Messrs. H. V. Jones, President, Real Estate Board, Bruce Forrester, President, Employers Association, Mrs. J. A. Prescott, President, Y. W. C. A., Carl S. Bishop, General Secretary, Y. M. C. A., C. Z. Coffin, Secretary, Merchants' Association, Dr. E. H. Bullock, City Health Officer, Postmaster Baylis Steele, C. E. McLaughlin, Rental Division, Real Estate Board, Mr. Howard McCutcheon representing the Chamber of Commerce, Mr. Walter Matscheck, Secretary, Civic Department and Industrial Commissioner E. W. Mentel.

**ANOTHER
LANGUAGE TRANSLATOR.**

Following the announcement last week of an offer to translate foreign correspondence, comes a letter from Mr. H. Visscher, Consul of the Netherlands, advising that he will be pleased to translate letters written in the Holland language.

Who's Who and Why of the New Officers

ARE the new officers of the Chamber men who have shown an interest in its affairs? Rather!

To what extent President W. S. McLucas and his prospective cabinet have been identified with the active work of the organization is evidenced in the following brief summary in connection with each man and may be taken as a criterion for the future.

President W. S. McLucas is likely to be busy during the coming fiscal year, but he has had splendid training this year, not only as a director, necessitating his attendance at a 2-hour session every Friday afternoon, and as a member of the Executive Committee subject to call between directors' meetings, but as Treasurer of the Chamber and therefore chairman of the House (finance) Committee he has had charge of the finances of the organization. This committee has met never less than once a month, at which time the bills for the preceding month are gone over and approved before payment. In addition to all of this, Mr. McLucas has found time to serve on the National Affairs Committee, has taken a keen interest in foreign trade, and is now a member of a special committee looking into the possibilities of enlarging Convention Hall to meet Kansas City's needs for live stock, automobile, tractor and other big shows.

First Vice-President, Andrew Young, as chairman of the Charities Committee, has not only displayed an interest in civic affairs, but has exhibited a leadership that on his election to the directory insured his selection as the new head of the Civic Department. His chairmanship of the Charities Committee made him also a member of the Civic Department Council and in addition to this he has served on the City Affairs Committee and the Committee on Education and Publicity of the Agricultural Department; is a member also of the Committee on Postal Efficiency of the Industrial Department and of the Auxiliary Entertainment Committee. He also has served a good apprenticeship.

Second Vice-President Solomon Stoddard's Chamber of Commerce eggs have been all in one basket this year, but it was a big basket requiring his incessant care during this critical period in industrial readjustment activities. He is chairman of the Industrial Committee and as such, has been required to not only attend meetings and preside over them, but almost every day he has been in touch with the Industrial Commissioner on some matter of importance to

the community. On him rests the responsibility for new industries, the demand for which is invariably uppermost in the average mind. The recently announced acquisition of the National Cloak and Suit Company is the biggest feather in Mr. Stoddard's cap, and that is some feather. As chairman of the Industrial Committee, Mr. Stoddard is also a member of the Industrial Department Council.

The Third Vice-President is Mr. W. H. Weeks. When it became necessary to select a man capable of succeeding the present head of the Traffic Department, Mr. C. W. Lonsdale, that proved to be a difficult task as expert traffic business men are not many and are hard to find. But in Mr. Weeks, Chairman of the Live Stock Interests Committee, and as such a member of the Transportation Council were found the qualifications necessary to direct the important affairs of the Traffic Department. And representing as he does the stock yards interests, he combines with the transportation affairs of the city an intimacy with live stock rates and service in the same way that his predecessor did in matters pertaining to Kansas City as a grain market. But Mr. Weeks has been otherwise busy in Chamber of Commerce work and has attended something like a dozen meetings in the last two months as a member of the Exposition Building Committee.

Dr. H. J. Waters, Fourth Vice-President, is the only man who retains the same portfolio for another year. He enjoys the distinction of being the first head of the Chamber's Agricultural Department, which in itself was an innovation in Chamber of Commerce work. To interest the business men of Kansas City in what agricultural promotion in the trade territory means to Kansas City and to secure their co-operation has been Doctor Waters' difficult task. But the fact that a campaign is now on to enroll 12,000 men for the wheat fields, the same as was done last year, and the bringing to Kansas City of big agricultural shows are two of the agricultural issues of the day. The recently organized Good Roads Association of Greater Kansas City and the present investigation of a Return Loads Bureau being two more. In addition to heading the Agricultural Department, Dr. Waters has been a member of the Board of Directors and Executive Committee since October, 1918.

The qualification of Mr. Frank J. Dean, Fifth Vice-President, as the head of the

(Continued on Page 440.)

CONSIDER NATIONAL BUDGET.

A national budget for the United States Government is being again agitated by the Chamber of Commerce of the United States. This is something that the business men of the country believe would insure a wonderful improvement in government finances regardless of the party in power. It was the subject of the first referendum that the National Chamber of Commerce submitted to its organization members in 1913. It is one that has been re-affirmed at every annual meeting of the National Chamber and is supported by the business sentiment of the country.

The subject of how to co-operate with the National Chamber in the matter is under consideration by the National Affairs Committee of the local Chamber of which Mr. Charles S. Keith is chairman.

INDUSTRIAL AMERICANIZATION CONFERENCE.

As an outgrowth of the Americanization conference held in Washington May 12-15, under the auspices of the Americanization Bureau, Department of the Interior, the industrial representatives present at that conference have arranged for a conference on "Ways and Methods of Americanization in Industry" for June 23-24.

The industrial representatives present realized the big task ahead of them if the job of Americanization is to be done in a complete way. They decided, however, that there should be a more representative gathering of the large industries of the country that have an alien population to deal with and who feel that there is need for Americanization work in their plants. This conference will be held in Boston, and local concerns interested are invited to participate. Further information is obtainable through the Industrial Commissioner.

COOPERATING WITH GOVERNMENT IN INDUSTRIAL CENSUS.

In accordance with plans which are now being worked out between the Federal Bureau of the Census and the Industrial Committee, the 1920 industrial census will cover what will be known as the "Kansas City Industrial Zone" rather than just Kansas City. In former years it has been the custom of the Census Bureau to report industrial statistics for Kansas City, Missouri separate from Kansas City, Kansas, Rose-dale and Independence. In order to properly show Kansas City it was then necessary to compile figures, combining all of these and in some instances they probably did not

EXPORTERS SHOULD STUDY PACKING REQUIREMENTS.

For the benefit of shippers of engineer material and other heavy articles, the Engineer Corps of the Army has prepared an instruction book for export packing. Experience has shown that where these specifications are followed for overseas shipment, satisfactory deliveries have resulted. The instructions cover crating and boxing specifications, bailing and marking, as well as information concerning devices used inside of boxes for greater safety and protection. Copies of the instruction book may be secured by local exporters interested from the Industrial Department.

The War Department has also prepared specifications on the size, shape, etc., of boxes in which certain food supplies must be packed, including canned foods. These are contained in Bulletin No. 32, Inspection Manual, Subsistence Division, Quartermaster General's Office. Copy may be had by writing this Division.

NATIONAL CONFERENCE OF SOCIAL WORK.

The Chamber of Commerce was represented at the National Conference of Social Work held at Atlantic City, June 1 to 8. This organization held its last session in Kansas City last year, at which time the Chamber furnished the meeting place, and was active in providing the entertainment.

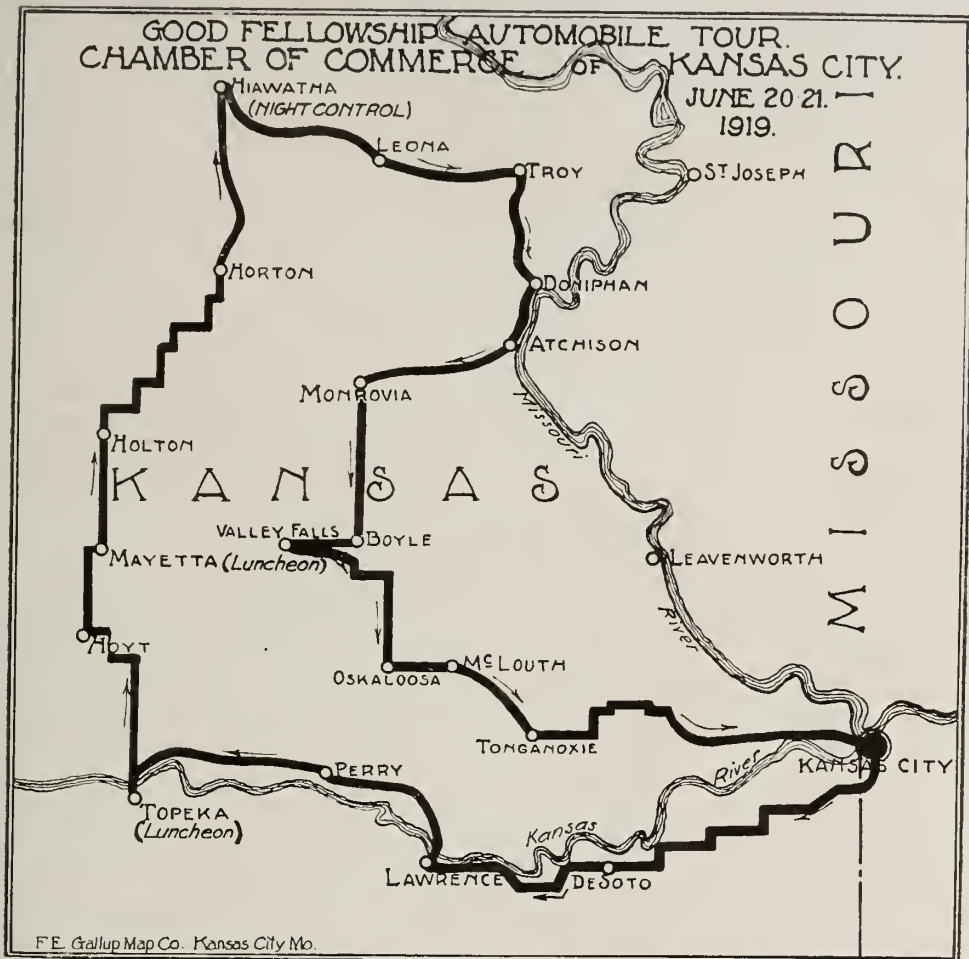
Through the organization of the Charities Committee last October, this conference became one of vital importance to the Chamber.

A study of the federations organized for both social work and budget collection purposes as well as those combining both functions was the duty of the Chamber's representative.

Practically all of the cities which adopted the "War Chest" plan, are converting the "War Chest" to a "Peace Chest," with the idea of extending financial aid to all of the social agencies working for the improvement of community conditions.

Federation movements in many cities have been initiated by the Chambers of Commerce. After organizing, the Chamber takes an active part in co-operation with the other agencies in making the movement a success. In Kansas City, the Chamber, through its Civic Department, is well equipped to assist in this work. The fact that it has already done so is in keeping with the progressive policy which it has adopted and the Kansas City Chamber has again taken a leading place among organizations undertaking this great work.

Good Fellowship Automobile Tour



INVENTIONS RECOMMENDED TO INDUSTRIAL COMMITTEE.

After several weeks of research work, investigation of patents, going over blue prints and specifications and making inquiries on the outside as to possible values, a number of meritorious inventions have been referred by the Inventions Committee to the Industrial Committee.

This is in accordance with the plan of procedure between these two committees, these propositions now being put up to the Industrial Committee for whatever action they can take with a view to having them put on the market. They will be taken up for consideration by the Industrial Committee at an early date.

As is frequently the case, the inventors of these articles lack sufficient capital to

MANCHESTER SCHOOL.

Contract has been let and work will begin at once on one of the most modern, up-to-date ward schools in Kansas City at 15th and Winchester in the new end of Centropolis. It will be known as the Manchester School and will be a seventeen room building.

When this building is completed, residents of this section will enjoy facilities heretofore not received.

properly promote them. If there are members of the Chamber who would be interested in looking over the inventions that have been recommended by the Inventions Committee, arrangements can be made for doing so by communicating with the Industrial Commissioner.

New Officers.

THE new officers of the Chamber of Commerce for the year that will commence on October 1, 1919, are shown on page 433. The election of these officers took place at the first meeting of the new Board of Directors held in accordance with the requirements of the by-laws, on June 10. In the absence of President-elect W. S. McLucas, who was out of the city on June 10, President B. A. Parsons presided over the entire meeting.

The following is a list of the new officers and their business connections:

PRESIDENT:

W. S. McLUCAS, President, Commerce Trust Company.

First Vice-President—Civic Department:

ANDREW YOUNG, General Manager, Montgomery Ward & Company.

Second Vice-President—Industrial Department:

SOLOMON STODDARD, Vice-President and General Manager, Kansas City Bolt & Nut Company.

Third Vice-President—Traffic Department:

W. H. WEEKS, General Manager, Kansas City Stock Yards Company.

Fourth Vice-President—Agricultural Department:

H. J. WATERS, Editor, Kansas City Weekly Star.

Fifth Vice-President—Publicity, Conventions and Retail Activities:

FRANK J. DEAN, President, Dean Coal Mining Company.

Sixth Vice-President—Young Men's Department:

W. MALCOM LOWRY, Vice President, Henrici-Lowry Engineering Co.

Treasurer:

JAMES KETNER, General Manager, Baltimore Hotel.

Instead of appointing a General Secretary, an Industrial Commissioner, a Transportation Commissioner and other assistants at their June 10 meeting, the meeting carried over to two o'clock, Tuesday afternoon, June 17, for an adjourned session at which these appointments will be made. The idea of this was to give the new vice-presidents an opportunity to familiarize themselves with the machinery and work of their respective departments so that their action this afternoon might be with greater intelligence than if they had acted immediately following their own election.

FOREIGN TRADE

SUMMER COURSES.

Two summer courses in foreign trade have been announced to date, the first to be given at Columbia University July 7 to August 15. Prof. Guy Edward Snider will be in charge. Instructions will be along two general lines:

- (1) Marketing Methods in Foreign Trade.
- (2) Economic Geography of International Trade.

The other course announced is by the New York University Summer School, the course to be given at the Wall Street Division, 25 Broad Street, New York. The date is June 30 to August 8. This course will cover:

- (1) Foreign Trade Geography.
- (2) Methods in Foreign Trade.
- (3) Export Technique.

- (4) Foreign Exchange, Foreign Credits, cash on delivery.

NEW BANK IN CENTROPOLIS.

An occasion of real importance to business people and residents of the Blue Valley district was the opening on Saturday last, of the new Centropolis Bank of Kansas City at 7209 East 15th Street. The bank is starting with a capital of \$100,000 and \$10,000 surplus. Those interested in the bank believe that it marks the beginning of much greater activity in the Blue Valley district.

While the formal opening took place on Saturday last, the invitation to visit its rooms on that day is still open to those who were unable to get there at that time.

INDUSTRIAL OPPORTUNITY.

Fantiago Gales, c/o La Heldetia, Ave. 15, Sept., No. 41, Mexico City, Mexico, desires to communicate with manufacturers of optical goods and scientific instruments. Correspondence must be in Spanish. Terms,

Foreign Trade Luncheon



Seated, left to right: Herbert W. Mackirdy, Vice-Consul for Great Britain and Ireland; H. Visscher, Consul for Netherlands; Axel Hawkinson, Vice-Consul for Sweden; Dr. Edwin R. Heath, Consul of Bolivia and Guatemala; Consul-General for Honduras and Nicaragua; Mauricio N. Morales, Consul of Mexico; Jack Danciger, Member of Foreign Trade Committee and former Mexican Consul.

Standing, left to right: F. O. Cunningham, Foreign Trade Committee; J. M. Guild, General Secretary; P. E. Laughlin, Foreign Trade Committee; Dr. H. J. Waters, Vice-President in charge of Agricultural Department; Dr. C. K. Edmunds, President, Canton Christian College; S. B. Robertson, Vice-President in charge Industrial Department; Maylon H. Day, Home Secretary, Canton Christian College; N. N. Dalton, Foreign Trade Committee; E. W. Mentel, Industrial Commissioner.

THE bi-weekly luncheon last Wednesday noon was a Foreign Trade luncheon. Mr. S. B. Robertson, Vice-President in charge of the Industrial Department, presided. The speaker for the occasion was Dr. C. K. Edmunds, President, Canton Christian College, Canton, China, who took for his subject, "Trade with China." His talk was illustrated throughout with stereopticon slides.

Dr. Edmunds opened his address by referring to the political situation in China and Japan which is causing considerable unrest throughout China and which Dr. Edmunds stated would react materially against the United States and other countries conducting trade relations with China if not speedily settled. He referred to the open door policy with China and to the fact

that it is to the best interests of the United States to protect that policy.

In showing several slides of the agricultural sections of the country the speaker declared that there was a great need in China for education along agricultural lines; that the people need to be taught to use their grass land for the raising of cattle and sheep and to develop the wool industry and dairy products. He showed how silk and mattings, which are being exported at the rate of several million dollars worth every year, are still being manufactured by hand. Several pictures of their method of travel showed a very great lack of modern transportation facilities as well as antiquated methods of bridge building. On the railroads in most cases the people travel in freight cars.

(Continued on Page 441.)

LIST OF RESOLUTIONS FOR PUBLIC WORK
Sent To the Board of Public Works For Adoption June 10th, 1919.

Grading.

Alley between Warwick Boulevard and McGee Street Trafficway from 26th to 27th.

Sheet Asphalt Pavement.

20th Street from east line Olive to west line Prospect.

Asphaltic Concrete Pavement.

Highland Avenue from south line 23rd to north line 25th. (Repave.)

Grove Street from south line 18th to north line 19th. (Repave.)

Mersington Avenue from north line 28th to north line 29th.

22nd Street from west line McCoy Ave. to west line Holmes.

Portland Cement Concrete Pavement.

Alley between Olive and Wabash from St. John to Pendleton.

Alley next north 31st Street from Alley next West Walnut to Walnut.

Bituminous Macadam Pavement.

Thompson Avenue from east line Hardesty to west line White.

PAVING BUSINESS STREETS.

Sheet Asphalt Pavement.

Harrison Street from south line 15th to north line 18th.

Troost Ave. from north line 28th to center line 31st.

Brick Block Pavement.

14th Street from east line Main to west line Grand.

15th Street from east line Grand to east line Campbell.

13th Street from east line Main to west line Walnut.

Work to be Done by Kansas City Without Contract.

Repairing and Maintaining Asphalt Pavement.

18th Street from north line lot 26 Block 2 Resurvey of Whipple's 2nd Add. to west line Holly.

Elmwood Avenue from south line 9th to north line 10th west.

5th Street from west line Walnut to west line Grand.

14th Street from east line Broadway to east line Central.

15th Street from east line Broadway to west center line Wyandotte.

15th Street from east line Van Brunt Boulevard to west line Topping.

Repairing and Maintaining Macadam Pavement.

West Prospect Place from east line 39th to north line Westport Avenue.

Hearing of Property Owners June 27th, 1919.

LIST OF RESOLUTIONS

Sent to the Board of Public Works for Adoption June 6th, 1919

Sewer.

District Sewers in Sewer District No. 4 of Westport Division 5.

Grading.

Bellefontaine Ave. from 51st to 52nd Street. (4 installments.)

Montgall Ave. from 50th Street to 51st Street. (4 installments.)

Walrond Ave. from 51st to 52nd Street. (4 installments.)

Alley next north of 18th Street from Brooklyn to Park.

Concrete Curbing.

Lister Ave. both sides from north line 30th

(Continued on Page 445.)

INDUSTRIAL OPPORTUNITY.

An Eastern corporation manufacturing farm lighting and power plants desires to make a distributing connection here for exclusive territory tributary to Kansas City. A live-wire salesman, with some capital preferred. Members interested communicate with the Industrial Department.

WHO'S WHO AND WHY
(Continued from Page 435.)

Department of Publicity, Conventions and Retail Activities, lie in his experience in the management of the Baltimore Hotel, as president and general manager for several years. He knows as well as anyone what Kansas City has and can do for conventions, and what it needs of a promotional nature along publicity lines. His connection with the Chamber of Commerce during the present year has not been intimate on account of his having just recently returned from military service. Prior to that, his place in Kansas City affairs was as the Food Administrator, so that he takes up publicity, convention and retail activities of the Chamber with splendid experience to his credit.

Mr. W. Malcom Lowry, Sixth Vice-President, and head of the Young Men's Department, has been merely promoted in a natural way, having served as vice-chairman of that department. As the originator and promoter of the Inter-Community League embracing the commercial organizations of Missouri, Kansas and Oklahoma, Mr. Lowry developed a community spirit between business organizations of this territory. When the new Trade Extension Committee was appointed for the year, it was natural that he should be made vice-chairman of that. In this capacity he was one of the mainstays of the "Victory Special," Kansas City's Twenty-eighth Annual Trade Extension Trip, made last month. As a member of the Executive Committee of the Young Men's Department he is in close touch with affairs.

Of the new Executive Committee, which consists of the president, six vice-presidents and treasurer, Mr. James Ketner is one of the two hold-overs. He is now filling the position of Fifth Vice-President in charge of convention and publicity work, which he will relinquish to take charge of the Chamber's finances, as Treasurer, and therefore automatically chairman of the new House or Finance Committee. Mr. Ketner by reason of being vice-president is a member of the Board of Directors and of the Executive Committee, but in addition to the work imposed by these two active bodies, he is a member of the Farm Congress Committee, in charge of arrangements for the big convention and exposition to be held in the fall.

VICTORY FOURTH OF JULY AMERICANIZATION CELEBRATION.

The Americanization Committee of the Chamber and representatives of civic and patriotic organizations are fast getting arrangements in shape for the Victory Fourth of July Americanization Celebration to be held at Swope Park.

The program will not include a parade of the military and naval units as first planned, the men having been asked to participate in so many patriotic demonstrations in the past year, the committee felt it was justly due them that they be allowed the freedom of the day, and have the celebration consist of services and a picnic.

The soldiers and sailors are, however, cordially invited to be present in uniform, if agreeable, and take part in the celebration.

One of the features will be the presence of all who have attained American citizenship in the past year, being probably 150 in number.

A meeting will be held early next week, at which time the program will be completed, and the program will then be published in full.

Are you making use of the Soldiers and Sailors Employment Bureau?

ELECTRIC FANS

WE SELL NEW ONES
WE BUY OLD ONES
WE EXCHANGE THEM
WE REPAIR THEM

R. W. HODGE ELECTRIC CO.,

Both Phones 113 M 806 Delaware St.

FOREIGN TRADE LUNCHEON.

(Continued from Page 439.)

One of the greatest difficulties, according to Dr. Edmunds, is in their language, Dr. Edmunds stating that in order to graduate from a grade school to a high school a knowledge of at least two thousand characters is necessary, and from high school five thousand.

The Canton Christian College, of which Dr. Edmunds is the head, is an industrial college having elementary, high school and college courses. Military training is compulsory. It is the only co-educational institution in China and one of the most modern. Dr. Edmunds exhibited both the old and new Chinese flags, explaining what every feature represents.

Prior to Dr. Edmunds' talk the various consuls and vice-consuls in Kansas City were introduced by Chairman Robertson. The picture on page 439 shows not only consuls, but members of the Foreign Trade Committee of the Chamber.

WE WILL PAY YOU \$50.00 A WEEK

during any period you are kept away from
business, either from accident or illness,

and from \$5,000 to \$12,000 in case of Accidental Death

The Business Men's Accident Association

W. T. GRANT, Secretary

Gumble Building

Both Phones Main 4243

Wanted—Jobs For Soldiers.

The Soldiers and Sailors Employment Bureau of the Chamber is in need of more jobs for returned service men. This is important. Men of the 89th Division are just now coming home and within the next ten days we will have occasion to place a large number of these men. They have been away from their old places of employment for a long time and therefore may find it more difficult to re-locate themselves.

Members are asked to report at once all openings available, calling the Bureau at Main 119, either phone.

WANTED—BOY SCOUT INSTRUCTORS AND EXAMINERS.

The Boy Scout campaign last week was a wonderful success in the enrollment of scout masters, but while these are of paramount importance, there is another class of men for which there is an equal need. What the Boy Scouts now must have are instructors and examiners, men to instruct and examine the scouts in one or more of the following subjects:

- | | |
|----------------------|----------------------|
| 1. MEDICAL: | Bee-Keeping |
| First Aid | Dairying |
| Personal Health | Gardening |
| Physical Development | Poultry Keeping |
| Public Health | 8. VETERINARY: |
| 2. ENGINEERING: | First Aid to Animals |
| Mining | Horsemanship |
| Surveying | 9. SPORTSMAN: |
| Map-Making and | Angling |
| Reading | Archery |
| Judging | Cooking (outdoor) |
| 3. MECHANICAL: | Camping |
| Automobiling | Marksmanship |
| Aviation | Pathfinding |
| Blacksmithing | Pioneering |
| Cycling | Hiking |
| Machinery | Tracking |
| Plumbing | Observation |
| Axe and Knife | Firebuilding |
| 4. SIGNALING: | 10. ART: |
| Signaling | Art |
| Wireless Telegraphy | Painting |
| 5. NATURE STUDY | Photography |
| Astronomy | Sculpture |
| Bird Study | 11. SEAMAN: |
| Forestry | Life Saving |
| Stalking | Seamanship |
| Taxidermy | Compass |
| 6. CRAFTSMANSHIP: | 12. ATHLETICS: |
| Architecture | Athletics |
| Carpentry | Swimming |
| Handicraft | 13. MUSIC: |
| Leather Working | Music |
| Masonry | Bugling |
| Craftwork in Metal | 14. SCIENCE: |
| Craftwork in Leather | Electricity |
| Craftwork in | Chemistry |
| Basketry | 15. MISCELLANEOUS: |
| Craftwork in Pottery | Business |
| Craftwork in Cement | Civics |
| Craftwork in | Conservation |
| Bookbinding | Friendship |
| Craftwork in Wood- | Interpreting |
| carving | Printing |
| Craftwork in Wood | Safety First |
| 7. AGRICULTURE: | Scholarship |
| Agriculture | Thrift |

The obligation that this would impose on any man would be to the extent of one or two hours a month in giving the examination to one or more first class scouts at a time and then only by appointment to suit the convenience of the examiner.

This is a service that Chamber of Commerce members should gladly give as the subjects in the above list call for successful business men and their interest will be not only appreciated by the Boy Scout Council but will be helping to make good business men out of deserving and ambitious lads.

Are you doing your share by listing available jobs with the Soldiers and Sailors Employment Bureau?

BUILDING PERMITS.

Building permits issued since January 1 show that for the first five months of 1919, 1700 permits were issued of a total value of \$2,677,530. This is a considerable increase, so far as number of permits is concerned, over last year, the total number of permits for all of 1918 amounting to 1910 and for a total value of \$5,649,645 for the year.

The permits issued during the last five months are as follows:

January, 121	.....\$196,450
February, 238	..... 365,860
March, 342	..... 505,330
April, 507	..... 726,225
May, 492	..... 883,665

CO-OPERATING WITH GOVERNMENT IN INDUSTRIAL CENSUS.

(Continued from Page 436.)

properly represent the Kansas City zone as they did not include plants located outside of the city limits.

The Industrial Zone as now outlined will include all of Kansas City and Independence, Missouri, together with Blue and Brookings Townships in Jackson County, and North Kansas City in Clay County, also Kansas City, Kansas, Rosedale, Kansas, and all of Wyandotte, Shawnee and Quindaro Townships in Wyandotte County.

In addition to the combined industrial zone statistics, the Bureau will also furnish statistics of manufactures for each of the individual cities. This arrangement should give Kansas City an exceptionally good showing as an industrial center.

FIDELITY OIL COMPANY

1428 McGee St. Kansas City, Mo.
Home Phone Main 1155.

Quality and Service our Motto. The home of genuine Pennsylvania Oil. Oils for all makes of cars.

Call us and leave the rest to us and watch the results.

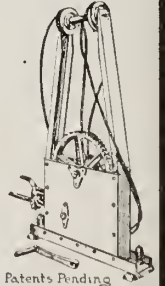
THE LABOR SAVER

Equip your Dump Bed with a Columbian Lightening Hoist and you will save TIME and LABOR.

Write for illustrated folder "80."

**COLUMBIAN
STEEL TANK CO.**

1601-21 West 12th Street,
KANSAS CITY, MO.



Patents Pending

Traffic and Transportation

TENTATIVE REPORT, RECONSIGNMENT CASE.

The Department has received the proposed report of the Examiner in ICC docket 10173, the reconsignment case, involving:

1. Reconsignment of LCL freight.
2. Elimination of Reconsignment when back-haul is involved.
3. Charge for ordering delivery of "order-notify" freight held for surrender of bill of lading.
4. Reconsignment of Fruits and Vegetables.

This case has been before the Interstate Commerce Commission for about a year, and involves applications of the carriers to make advances for the above services, as they claim, in line with the decision of the Commission in the Reconsignment Case decided some 15 months ago.

On the reconsignment of LCL freight it is proposed to allow diversion on the same rules and charges as apply to carload freight, provided the revenue paid thereon is not less than the revenue on 15,000 pounds of perishable freight for which refrigerator cars are furnished for LCL quantities; and on all other freight 24,000 pounds.

With reference to reconsignment where back haul is involved, it is proposed that no reconsignment involving a back haul will be performed except at the published rates to and from point of reconsignment, plus reconsignment charge.

On "order-notify" freight the proposed rule is found justified, which proposes no charge if order is placed prior to arrival at destination, a charge of \$2 if placed within 24 hours after arrival, and a charge of \$5 if order be placed subsequent to 24 hours after arrival; however, with the addition that the surrender of the bill of lading shall not be a condition precedent to the giving of order designating where car shall be placed for unloading, except where place of delivery is other than on team track. Bill of lading must be surrendered or indemnity bond executed, or such order will be construed as one directing team track delivery, and executed as such.

With reference to fruits and vegetables, a rule is proposed which will allow one reconsignment free if made before reaching billed destination; the second reconsignment will be made at a charge of \$2, the third at \$5. Subsequent reconsignments will be made at combination of rates plus reconsignment charges.

Anyone interested in this tentative report should communicate with the Traffic Department.

OMAHA GRAIN CASE DISMISSED.

The Commission has decided the so called Omaha Grain Case, in which the Omaha Grain Exchange attacked rates on coarse grain from Omaha to points in the Southwest, as compared with Kansas City, etc.

It is found that the rates involved are not shown to be unreasonable or unduly prejudicial, and the case is dismissed.

The Board of Trade of Kansas City, through the Department, intervened in this case, submitted testimony and exhibits, filed brief, and made oral arguments.

BRIEF IN SOUTHWESTERN CASE.

C. E. Child, Manager, Traffic Bureau, Chamber of Commerce, Omaha, and the Transportation Commissioner, have prepared and filed a 200 page brief with the Interstate Commerce Commission, in the Memphis-Southwestern Investigation, ICC docket 9702.

It is an elaborate presentation of the position and claims of the Missouri River cities, Omaha to Kansas City, inclusive, in this case, which involves the readjustment of class rates in the Southwest and commodity rates from Memphis and New Orleans, without corresponding increases to competing localities with the Missouri River.

The case is probably one of the largest, if not the largest, proceeding, ever before the Commission, involving some eight thousand pages of record and nearly one thousand exhibits, and has been in progress, at various times, for over a year.

MATTERS BEFORE DISTRICT COMMITTEES Kansas City Committee.

Docket 738.—Proposed increase in minimum weights on ore and its products including lead and zinc concentrates carloads between points in Western territory. (June 23.)

Chicago Committee.

Docket 280.—Proposed to establish on lithophone, straight carloads or mixed with zinc oxide from Mississippi River crossings to Kansas City rate 17c per 100 lbs. which is present rate on zinc oxidé. (June 24.)

Denver Committee.

Docket 877.—Proposed to establish on apple butter and catsup, carloads, from Colorado common points to Kansas City rate 44c per 100 lbs. (June 9.)

Western Freight Traffic Committee.

There is set for hearing on June 18th, before this committee in Room 1909, Transportation Bldg., Chicago, Ill., at 10:30 A. M., the question of establishing the following carload minimum weights on the commodities specified:

Cement	60,000 pounds
Lime	30,000 pounds
Plaster	40,000 pounds
Stucco	40,000 pounds

Mixed carloads of any of the above commodities, where mixing is permitted under the tariffs, to be subject to the highest minimum weight prescribed for any of the commodities contained in the equipment.

ILLUSTRATED LOSS AND DAMAGE LECTURE.

The Santa Fe will give a 45-minute illustrated lecture on loss and damage to less carload freight resulting from improper packing, marking, handling, etc.

The lecture will be given at 1:00 p. m. Wednesday, June 18, in the north section of the Santa Fe "IN" freight house, 11th and Hickory Streets.

While the lecture is primarily for the benefit of their own employees, the shippers' employees are cordially invited to attend.

N. I. T. L. MEETING.

The Transportation Commissioner attended special meeting of The National Industrial Traffic League, at Milwaukee, June 12 and 13, and made report for the special committee of which he is chairman, which visited Washington sometime since and conferred with the Railroad Administration, on various matters, including:

Sailing Day Plan.

Tracing freight.

Restoration of railroad commercial offices.

Re-establishment of shippers right to route freight.

Uniform hour and opening and closing freight stations.

Discontinuance of permit system.

Modification of circular 6 of Division of Claims to conform to Cummins amendment.

Modification of circular 41-A to conform to the Commission's rulings relative to payment of interest on overcharge claims.

Through export bills of lading.

Two year limitation for filing suit, in bill of lading.

Export rates.

The Union Smelting & Refining Co., Inc., Newark, N. J., dealers in tin and lead supplies, speiter, metals, etc., desire an agent in Kansas City to handle their line on a commission basis.

UNIT DISPLACEMENT OF COMMODITIES

The Bureau of Standards of the Department of Commerce has published a table of unit displacements of a number of commodities, showing the weight per cubic foot, space per short ton, space per long ton, and customary methods of packing. It is entitled "Table of Unit Displacement of Commodities," Circular of the Bureau of Standards No. 77, and may be had from the Superintendent of Documents, Washington, D. C. for 10c.

Are you getting any of the good men the Soldiers and Sailors Employment Bureau is sending out?

SEND TO

SQUIRE ELECTRICAL CO.

FOR

**Electrical Repairs for
Everything Electrical**

Electric Wiring—Supplies—Machinery—Repairs

DENTON ELECTRICAL SERVICE

317-319 E. 17th Street, Kansas City, Mo.

A Shop Equipped to Furnish Anything Electrical

Need Envelopes? PHONE Berkowitz

ADDRESS SAVER

CATALOGUE ENVELOPE

BELL, GRAND 243

HOME, MAIN 92

COMMERCIAL

FOR EXTRA HEAVY MAIL

Merchandise Warehousing and Distributing

C. C. DANIEL, Pres. and Treas.
W. A. SAMMIS, Secretary

Branch House for Factories
Space Merchants



FROM YOUR
FACTORY

The "Service Symbol"

Telephones
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1316 West 8th Street

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TO YOUR



WHOLESALE

SOUTHWEST



RETAILER

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CONSUMER

L. J. BAER RENTAL CO.

We devote our entire time exclusively to the care and management of all classes of income property.

Managers
Grand Avenue
Temple Building

200 GRAND AVENUE TEMPLE
Phones Main 4811

Member
Kansas City
Real Estate Board

PUBLIC WORK.

(Continued from Page 140.)

to north line 31st.

Thompson Ave, both sides from east line Hardesty to west line White.

Concrete Sidewalk.

Bellefontaine Ave, both sides from south line

39th to a point 105 feet south of 39th.

10th Street south side from Alley next east of Central to a point 108.25 feet east.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORK

Sent to the Board of Public Works For Adoption June 6th, 1919.

Concrete Sidewalk.

58th Street north side from east line Swope

Parkway to west center line Mersington.

Concrete Pavement.

Alley between Terrace Street and Mercier

Street from 29th to 30th Street.

Hearing of Property Owners June 24th, 1919.

Skylark Gasoline

Made in Kansas City

W. H. Hendricks, Pres. L. E. Best, V.-P.
Carl E. Best, Sec'y-Treas.

ALLEN STAMP, SEAL & MFG. CO.

Rubber Stamps, Seals, Stencils

Baggage, Key and Metal Trade Checks,

Brass and Steel Dies, Badges, Etc.

Stock Certificates and Corporation Supplies.

Both phones Main 963 804 Delaware St.

Bell Main 681

Home Main 9130

EDW. W. SIMON CO.

Direct Distributors

"PANAMA"

CARBON PAPERS-INKED RIBBONS

1035 Wyandotte St.

SCHOOLEY

**SPECIAL Discount on
One Large Lot of Office
Desks and Chairs**

Both Phones
Main 510

Baker's De Luxe Awnings

are Durable and Attractive

Phone Main 774

(Both Phones)

for

Samples and Estimates

BAKER & LOCKWOOD

Seventh and Wyandotte

YMD

HAS

The Blues No, Not That Kind of Blues--

Things Never Were Brighter!

They're the

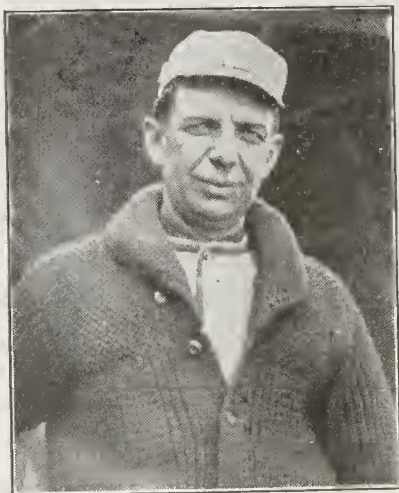
KANSAS CITY BLUES!

The city's American Association
warriors of bat and glove,
and they'll be guests of



GEORGE MUEHLEBACH, President.

YMD Wednesday, June 18, Hotel Baltimore,
Francis I Room—Luncheon 12:15 o'clock



JOHN GANZEL, Manager.

Kansas City and Louisville Players

IN UNIFORM.

Pitchers and Catchers in Action

Yes, sir! they'll toss a few right there
in the Francis I Room!

Get This—

Everybody at the luncheon gets a
ticket to the game that afternoon
---the guest of George Muehlebach,
President of the club.

COME ON—PLAY BALL!

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 24

KANSAS CITY, TUESDAY, JUNE 24, 1919

PUT HIM ON.

If a fellow clad in khaki,
Olive drab, or sailor blue
Walks in and asks to see The Boss—
And The Boss, of course, is you;
If a fellow clad in khaki,
Olive drab, or sailor blue
Walks in and asks you for a job—
What are you going to do?
—Put him on?

He's the fellow, please remember,
When the Huns knocked at our door,
To whom you prayed with fervor:
"Keep the Germans from our shore!"
He's the fellow—oh, remember!—
Who, knee-deep in mud and gore,
Gave your prayer a happy answer,
Made your hearthstone safe once more;
—Put him on!

When he marched away you cheered him;
Have you cheered him coming back?
Have you given him a welcome
Since he laid down gun and pack?
Have you thrown his deeds in discard?—
Put his record on the rack?
Is it you who'll be a slacker
To the boy who didn't slack?
—Put him on!

If a fellow clad in khaki,
Olive drab, or sailor blue
Walks in and asks you for a job—
What are you going to do?
Yes, of course, it seems a problem,
May mean sacrifice for you;
But—remember Chateau Thierry!—
He's been sacrificing, too!
—Put him on!

—William Herschell in Collier's Weekly.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

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"HEADQUARTERS."

ON THE theory that if Mahomet won't come to the mountain, it is necessary to bring the mountain to Mahomet, there is shown on pages 454 and 455 of this issue the present layout of the general offices of the Chamber.

Just as it is the desire of the management that every member be acquainted with what the organization is doing so should they be reasonably well informed on the organization ma-

chinery. Therefore, with the presentation of the staff, shown on page 449 in a collective way for the first time, there is introduced the office layout that now occupies a large portion of what used to be known as the "Assembly Room." This as much as any other one thing gives a member an idea of the organization and its activities, necessitating an office organization and equipment up to date, to be effective in the carrying out of the policies and the broad program of work adopted during Mr. Franklin D. Crabbs' term as President and continued during the present year under President B. A. Parsons.

In addition to what appears in the illustrations there is the Traffic Department which is at present housed in three different small rooms in such a way that no effective photographs could be taken of it. In laying out the other departments it was with the understanding and knowledge that they are but temporary, but that the inexpensive partition and counter were necessary to good office management and have already more than justified the nominal expense.

"Headquarters" belong to the members. And every member is invited to visit headquarters at any time to note the every-day activities of Kansas City's great civic-commercial organization.

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STAFF
CHAMBER
OF
COMMERCE
OF
KANSAS CITY

(LOUIS W. BUCKLEY—
CONVENTION AND
PUBLICITY MANAGER
NOT SHOWN)



MISS KRAUS
MEMBERSHIP SEC'Y.

1919 Staff

THE new Board of Directors, with President-elect W. S. McLucas in the chair, met in adjourned session Tuesday of last week, June 17, to carry out the requirements of Article III, Section 6, of the by-laws in the matter of employing for the new fiscal year beginning in October a General Secretary, an Industrial Commissioner, a Transportation Commissioner and such other assistants as they might deem necessary and to fix their salaries.

Instead of having carried out these provisions on June 10 when the new Board first met and organized, a recess was taken for a week in order to permit the new vice-presidents as heads of the various departments to become familiar with the workings of their respective departments. They were thereby qualified to act with more knowledge of the machinery of the organization and what is required of it.

The following is a list of the staff as it is now organized and as it will be continued:

General Secretary—John M. Guild.

Industrial Commissioner—Erwin W. Mentel.

Transportation Commissioner—R. D. Sangster.

Civic Secretary—Walter Matscheck.

Agricultural Commissioner—O. K. Quivey.

Mr. L. W. Buckley, Manager of the Conventions and Publicity Department has been out of the city since the new Board was elected and Mr. Frank J. Dean, the new Vice President in charge of that department, has had no opportunity so far to confer with him.

Mr. E. M. Clendening who has held the office of Assistant to the President for the past two years was re-elected to that same position.

The new Board before taking all of the foregoing action had submitted to it and scrutinized carefully detailed statements showing the budget under which the Chamber is being operated at present, with full analyses of salaries and expenses for the first six months ended March 31, the Board having at its meeting a week earlier asked for the submission of every available figure showing how the finances of the organizations are disbursed through the various departments and funds.

The only other action was the authorization of the \$300 a year pension to C. A. Jackson, the janitor who severed his active connection with the Chamber of Commerce two years ago on account of physical disability after some twenty-seven years of service.

The balance of the meeting was devoted to an informal discussion of the plans under negotiation for new and permanent Chamber of Commerce headquarters in the Kansas City Athletic Club building, which are now in charge of the House Committee.

KANSAS CITY AFTER G. O. P. CONVENTION.

As has been announced in the public press, the Chamber of Commerce has entered Kansas City in competition with the liveliest cities in the country for the 1920 Republican National Convention. Immediately upon reaching a determination to go after it the Board of Directors delegated Mr. E. M. Clendening, Assistant to the President, to proceed at once to Washington, New York and any other point necessary to properly present Kansas City's claims.

It was not until last week that Mr. Clendening was able to connect with Mr. Will H. Hays, chairman of the Republican National Committee at Washington, but prior to that he had been making all kinds of connections with senators and congressmen of influence in a matter of this kind.

In a telegram received last Friday, Mr. Clendening stated that he had had an interview with Mr. Hays who expressed ad-

miration for Kansas City's ambition. He said that he had no personal preference and that Kansas City has an equal chance with Milwaukee, Indianapolis, St. Louis, Chicago, Detroit and other points that are equally ambitious. He made clear that the choice would not be a matter for his personal decision but one that would be made by vote of the National Committee at a meeting to be held in December. Mr. Hays advised presenting Kansas City's advantages to the individual members of the National Committee by letter and otherwise. Mr. Clendening's conferences around Washington indicate that Kansas City will have the hearty support of western men of influence.

While presenting and supporting Kansas City's claims for the G. O. P. convention, Mr. Clendening also supplemented the invitation extended by Dr. Burris A. Jenkins to President Wilson to visit Kansas City and make his opening League of Nations speech here preferably on July 4.

National Referendum on Remedial Railroad Legislation

WHAT is known as Referendum No. 28 has just been received from the Chamber of Commerce of the United States on the report of the Committee on Railroads on "Remedial Railroad Legislation." The recommendations of the National Chamber Committee on Railroads are ten in number and are supported by a report dealing with the considerations which led to the Committee's decisions. These recommendations contain the following principles:

Corporate ownership and operation with comprehensive regulation.

Return of the railroads to corporate operation as soon as remedial legislation can be enacted.

Adherence to the period of federal control as now fixed unless and until impossibility of remedial legislation in this period closely appears.

Permission for consolidation in the public interest, with prior approval by government authority, in a limited number of strong competing systems.

Requirement that railroad companies engaged in interstate commerce become federal corporations with rights of taxation and police regulation reserved for the states.

Federal regulation of capital expenditures and security issues of railroads engaged in interstate commerce, with provision for notice and hearing for state authorities.

Federal regulation of interstate rates affecting interstate commerce.

A statutory rule providing that rates in each traffic section shall yield an adequate return on a fair value of the property as determined by public authority.

Payment into a fund of a share of the excess earned by any railroad system under application of the statutory rule over an equitable minimum return upon fair value of the property, this fund to be used as Congress directs for strengthening general railroad credit and increasing general railroad efficiency.

A Federal Transportation Board to promote development of a national system of rail, water, and highway transportation and articulation of all transportation facilities.

Members of the committee signing the report are George A. Post, of New York, formerly president of the Railway Business Association, chairman; Walter S. Dickey, manufacturer, of Kansas City; F. C. Dillard, lawyer, of Sherman, Texas; Stephen A. Foster, lawyer, of Chicago; Edward J. Frost, merchant, of Boston; Thomas F. Gailor, Bishop of Tennessee; Emory R. Johnson, professor of transportation and commerce, University of Pennsylvania, Charles E. Lee, consulting engineer, of New York; William Z. Ripley, professor of political economy, Harvard University; Alexander W. Smith, lawyer, of Atlanta; Charles F. Wright, banker and manufacturer, of Susquehanna, Pa.

The Referendum will be presented to the Board of Directors at the first meeting of Board. Extra copies have been asked for the Board's use and for the use of whatever committee may be assigned the responsibility for an investigation and a recommendation.

NEED FOR EXPOSITION BUILDING.

The need for an adequate exposition building in Kansas City was again emphasized last week when word was received by the Agricultural Department that the directors of the National Swine Show could not consider Kansas City because an adequate building is not available for their use at the time of their annual fall show.

It would have been a wonderful thing to have located the National Swine Show permanently in Kansas City. This Show is the one great national annual event devoted exclusively to the swine industry and to all breeds. Kansas City is the logical location for the National Swine Show, being the center of one of the big swine producing sections of the country. This fact was recognized by the Swine Show directors and by local breeders, both groups being extremely anxious to locate the show in Kansas City.

Literature has been received by the Chamber regarding the National Dairy and Farm Show and the Child Welfare Exposition to be held in Chicago October 6 to 12. The National Dairy Show stands second only to the International Livestock Show and it is understood that this great annual event most probably could be located in Kansas City if only there was in this City a building adequate to house it, which is not now the case.

A prominent Kansas Citian, and incidentally one of the directors of the National Dairy Show, recently stated that Kansas City was prevented from extending an invitation to the National Dairy Show solely because of the lack of suitable housing facilities.

An addition to Convention Hall is now receiving the attention of a special committee, with the intention of developing all of its possibilities for such shows.

Is Kansas City Improving Industrially?

REPORT FOR MONTH OF MAY.

MORE than \$1,250,000 of new capital, practically all from Kansas City, is represented in new industrial concerns started in Kansas City during the month of May. In addition to these new concerns which have been opened, there were numerous changes in locations on the part of firms already established and which have found it necessary, due to increased business, to find larger quarters. The result is an increasing scarcity of suitable buildings particularly where trackage is available.

Here is a report on these new concerns:

THE AMERICAN FLUID CO., 3842 Indiana Ave., capital \$35,000; will manufacture embalming fluids and embalmers supplies. Will cover all territory west of Indiana from Canada to the Gulf. It is a local company and said to be the only concern of its kind this side of Chicago and St. Louis.

BURNETT-LEAHY TIRE & RUBBER CO., 11 West 9th Street. Retail distributor for automobile tires. Capital \$50,000; local company.

CARTER BLOXONEND FLOORING CO., Manufacturers of flooring. Capital \$300,000. Local concern; territory, the entire United States.

CHRISTOPHER MERCANTILE CO., 207-11 Walnut St., (Successors to Kawmo Wholesale Gro. Co.) Capital \$300,000; local company; territory, Kansas City and territory within fifty miles.

EUGENE COX GRAIN CO., 311 New England Bldg., Receivers and shippers of grain, flour and feed. This is a foreign company with approximately \$4,000 invested here in Kansas City.

GATEWAY MOTOR CAR CO., 1517 McGee St. Wholesale distributors of motor trucks. Capital \$12,000. Local company, territory, Missouri and Kansas.

GROVIER-STARR-PARVIN CO., 312-14 Produce Exchange Bldg. Wholesale jobbers of fruits and vegetables. Capital \$100,000. Territory, Kansas City, Denver, Colo., Ft. Worth, Texas, and all adjacent territory.

JENKINS VULCAN SPRING CO., 1312 McGee St. Manufacturers of motor car springs. Branch of Richmond, Ind., factory.

LIBERTY GARMENT CO., 901 Broadway, manufacturers of house aprons, dresses and middies. Capital \$6,000. Local company; territory, Missouri, Kansas, Oklahoma, Colorado, Arkansas, Nebraska and Iowa.

LIBERTY ICE CREAM CONE CO., 1619-21 East 29th Street. Ice cream cone manufacturers. Local company.

MADDOX FURNITURE CO., 1412 West 12th St.; Manufacturers of upholstered furniture. Capital \$20,000. Local company; Territory Missouri, Kansas, Oklahoma and Nebraska. Also jobbers of a general line of furniture.

NATIONAL CAR SALES CORPORATION, 1727 McGee St., Wholesale and retail distributors of motor cars. Capital \$50,000. Branch of Omaha, Neb., Company. Will cover Kansas, Missouri, Iowa and part of Oklahoma.

NEAL MOTOR CO., 611 Gloyd Bldg. Wholesale and retail distributors of passenger cars and trucks. Capital \$75,000. Local company. Territory, Kansas, Missouri and Oklahoma.

OSGOOD-ROBINSON TIRE CO., 1518 McGee St., retail distributors of truck and pleasure car tires.

PEERLESS BLOWOUT SHOE CO., 1522 St. Louis Ave. Manufacturers of Peerless Blowout shoes for auto tires. Local company.

GEO. B. PELTON, 1611-15 E. 21st Street. Broom Manufacturer. Local company; Territory west of the Mississippi river.

REED TIRE SAVER CO., 557 Sheidley Bldg. Manufacturers of non-skid tire protectors. Capital \$150,000. Local company; Territory entire United States.

RUSSELL BATTERY CO., 3212 Troost Ave., Wholesale and retail distributors of storage batteries in western Missouri and Wyandotte County, Kansas.

SANITARY BAKERIES CO., 1204 Commerce Bldg. Manufacturers of gas ovens. Capital \$150,000. Have factories in Kansas City, Newburyport, Mass., and Newark, N. J.

UNITED MERCANTILE CO., 221 Produce Exchange Bldg. Mail order business in auto supplies, farm irrigation and mining machinery and supplies. Local company; Territory central and western United States. Ship direct from factories located as close to Kansas City as possible.

THE R. M. HOLLINGSHEAD COMPANY, manufacturers of "Whiz" auto products, dressings, enamels, greases, oils, polishes, soaps, radiator compound, etc., opened a western distributing branch with Mr. C. V. Lavery, Assistant Sales Manager, in charge of the Kansas City branch. The local branch will supply the demand in Texas, Oklahoma, Arkansas, Kansas, Nebraska, Colorado, Wyoming, New Mexico and the western part of Missouri. They will handle not less than fifty carloads of their product the first year. The company is said to be one of the largest manufacturers of its kind in the country. The local branch will operate under the Chicago headquarters in charge of Mr. W. D. Jones, Jr., Sales Manager, with whom negotiations for the opening of this branch have been conducted.

THE U. S. RADIATOR CORPORATION has taken over the four story building formerly occupied by the Stowe Supply Company on West Twelfth Street for a western distributing branch, the Stowe Company having recently moved to what has been known as the Studebaker Building in the West Bottoms.

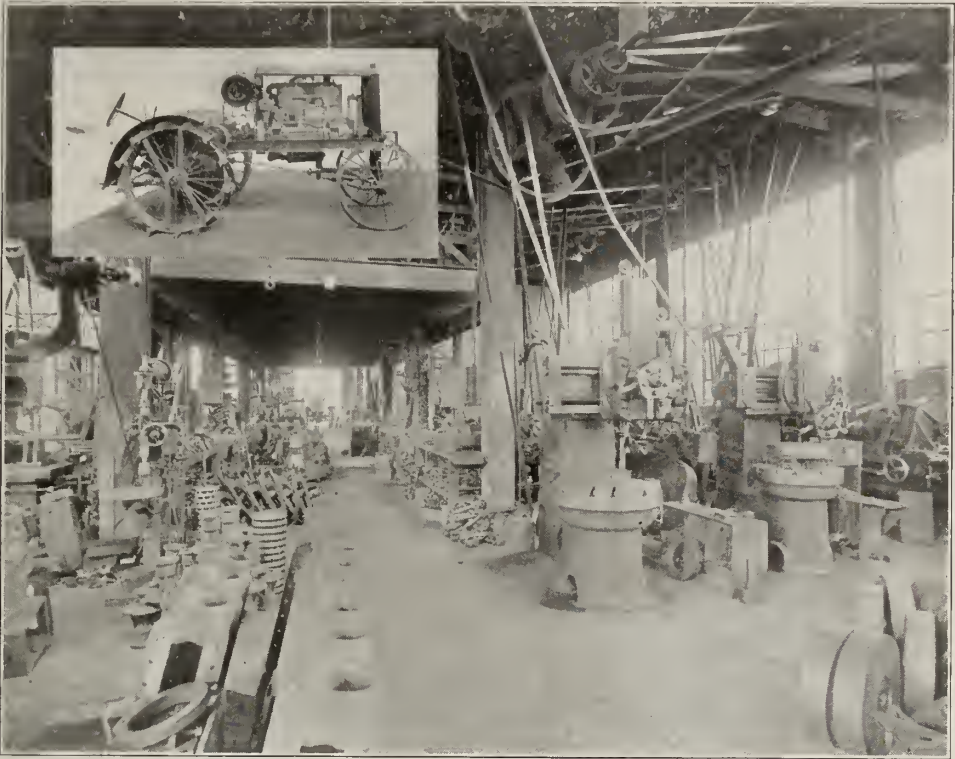
THE AMERICAN STEEL & WIRE COMPANY, which up to this time has operated just an office, has leased a three-story and basement building at the Southeast corner of 10th and Liberty with 20,000 square feet of floor space for a western distributing branch.

THE WESTINGHOUSE ELECTRIC & MANUFACTURING COMPANY, has taken a five year lease on a three story and basement building at 1214-16 West 9th Street.

THE UNITED ENGINE COMPANY OF LANSING, MICH., which has been using space in a local warehouse, has secured a three story building of its own at 1323 Union Avenue.

(Continued on page 456.)

VISITING KANSAS CITY'S INDUSTRIES



COLEMAN TRACTOR CORPORATION

FOR some weeks the columns of The Kansas Citian have carried write-ups on various substantial Kansas City industries which have been in existence for some time.

The above cut shows one of Kansas City's infant industries—the Coleman Tractor Corporation. This concern has been in business about three years, and in its present location, at 12th and Van Brunt Boulevard, approximately one year. The company is manufacturing a 16-30 horsepower tractor which they claim is large enough to handle all of the necessary belt work which the farmer has to take care of, in addition to the regular work of the tractor in the field.

The cut shows the inside view of their plant, which is, according to the officers of the company, now turning out tractors at the rate of 12 per week, with a force of approximately 100 men, including a night force of 16. Their first tractor in their present building was completed July 15, 1918, and since that time 316 tractors have been built. They occupy a building 50 by 120 feet, of brick and steel construction and in addition have a frame paint shop and two storage sheds.

They are now planning another building to be erected just west of the main building and which will be 84 feet square. When this building is completed and equipped, they expect to turn out 24 tractors per week. They are now doing all of their own machine work with the exception of the engines, wheels and radiators. They also operate their own tool room.

The officers of the company are Mr. F. M. Winslow, President; A. Coleman, Vice President; J. R. Manning, Secretary, and F. R. Strunk, Treasurer.

No difficulty, it is said, is experienced in selling all the tractors they have been able to build.

GENERAL
(EXCLUSIVE)
CHAMBER
KANSAS



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OFFICES
(OFFICE DEPT.)
COMMERCE
CITY



OFFICE
OF
TRAFFIC
AND
SAILORS
BUREAU

HEADS
(TRAFFIC)
AND SAILORS
BUREAU



Kansas City Waterways Plans and Projects

THE request a few days ago from the Chicago Association of Commerce for five hundred words on Kansas City, to be incorporated into an article in Chicago "Commerce," reviewing the Mississippi Valley Waterways transportation problem resulted in the following being wired by Vice President C. W. Lonsdale to the Editor of "Commerce." This being a resume of a big proposition it is reproduced here for the information of the membership.

"No comprehensive or adequate inland waterway improvement can be made in this country that does not comprehend utilization of the principal tributaries of the main trunk of inland waterway system the Mississippi river. Such tributaries include the Missouri, the navigable waters of which reach the principal commercial centers of that great and resourceful region in the Mississippi Valley lying between the Mississippi river and the Rocky Mountains. The capacity for improvement and the possibility of its use as a highway for an increasing commerce and the practical possibilities of establishing a 6 foot channel depth in the Missouri from Kansas City to its mouth have all been considered and confirmed by Congress and some ten years ago Congress adopted an improvement project contemplating the expenditure of twenty million dollars at the rate of two million per annum plus maintenance of five hundred thousand per year to carry such improvement into effect.

This action of Congress was dependent upon cooperation by local capital to insure good faith which was met by the organization of the Kansas City-Missouri River Navigation Company by individual citizens of Kansas City investing and paying up a capital of one million which was used in the purchase and construction of tow boats and barges and a modern river terminal adequately equipped at Kansas City and a sub-terminal at East St. Louis, Ill. This company operated during eight months in the year for a number of years a going navigation plant on the Missouri up until the Government took over its craft for operation on the Mississippi from St. Louis to New Orleans under the river section of the United States Railroad Administration. This company and equipment were taken over by the Government for the construction and

operation of barges and tow boats on the Mississippi and the practical value therefore of its Missouri river operations to the Government operations on the Mississippi is incalculable.

The Missouri river having failed to receive the improvement provided by Congress under the twenty million dollar project and the river having lost to the Government its craft and equipment and organization, means that the Mississippi has suffered and will continue to suffer the loss of the use of this important tributary unless and until a comprehensive plan of inland waterway improvement is entered upon in dead earnest by Congress. It took the great war emergencies to demonstrate the utter shortsightedness of the piece-meal policy of inland waterway improvement, which has characterized the actions of Congress since the railroad era came on in this country and it showed that the natural arteries had to be turned to and called upon to render transportation service to the Government in its hour of need, which could not be rendered by the railroad system.

The history of recent events brings home to the people of the Missouri River territory and of the nation, the absolute folly of a continuation of the policy of vacillation that we have vainly followed in the past. The necessities of the situation are plain and as we see the situation the only answer is a systematic plan of waterway improvement pushed to conclusion rapidly and uninterruptedly so that the maximum use may be made of the natural transportation energy of the great Mississippi Valley as fundamental to the whole development of all of the resources of the Valley and the waste and inefficiency of the past policy may be fully obviated."

IS KANSAS CITY IMPROVING

(Continued from page 452.)

North Kansas City.

Three concerns have recently been located in North Kansas City.

THE REX SPRAY COMPANY, home office in Toledo, has purchased two acres of ground and is about to construct a new plant which will replace the plant they are now operating in Omaha. They are manufacturers of tree sprays and sheep dips. Their offices will be in the Railway Exchange Building.

THE HERRING MOTOR COMPANY, of Des Moines, are locating a distributing branch to handle automobile tops and lubricating oils to Kansas City and Kansas City trade territory.

THE OLDFIELD TIRE COMPANY, of Cleveland, Ohio, are establishing a distributing agency for this trade territory.

One or two other concerns have made arrangements to locate in Kansas City but have requested that no publicity be given at this time.

Y M D Boosts Local Base Ball

WHEN "Umps" Jack Connelly called "Play Ball" at Association Park last Wednesday afternoon, three hundred and fifty members of the Young Mens Department settled back for a real honest to goodness game of ball. They were not disappointed at any stage for excitement in the line of base ball or otherwise. There was a diversity of events that kept everyone on their toes "rootin'" through the entire ten innings.

The Kansas City Base Ball Club en masse attended the Y. M. D. Luncheon as guests of the Young Mens Department, headed by President George Muehlebach and Manager John Ganzel.

It has been the policy of the young men of the Chamber to boost everything worth while in Kansas City. In the entertaining of the "Blues" it was the thought of lending support to the Club as a business proposition and an advertising asset to Kansas City.

Brief talks were made by President Thomas J. Hickey of the American Association Base Ball League, President George Muehlebach, Senator A. L. Cooper and Manager John Ganzel. Each of the players was introduced and a short "history" of each athlete, read by Chairman F. C. Marqua who presided. President Hickey and Senator Cooper thanked the Y. M. D. for this opportunity to appear before them, it being explained to the young men by President Hickey that this was the first time in the history of his connection with organized ball that any ball team had ever been entertained by a commercial organization before the end of the season with the purpose in view of supporting that team.

"Kansas City owes it to itself to support a base ball team, especially when one is being run as the present organization. It is the biggest asset Kansas City has from an advertising standpoint. The names of the

Kansas City team are sent to all cities in the United States, Canada and elsewhere, each day by the newspapers.. A winning team is always a big asset" stated Senator Cooper. "It may be hard for the average sport fan to realize the enormous amount of expense connected with the management of a base ball organization. The overhead of the Kansas City club averages nearly \$130,000 a season. The receipts and income of the game depend upon the weather and the attendance. The people of Kansas City may be sure that every man on the Kansas City team is playing for the interest of his team at all times and is as true to the organization owned and controlled by Kansas City interests, as any U. S. soldier.

Manager "Jawn" in thanking the Y. M. D. for the pleasure of having his team appear before them called upon his athletes to give three cheers for the Young Mens Department of the Chamber of Commerce. Just a word about those cheers! Wichita Whiz Becker let out that Kansas prairie yell which shook the pillars of the Francis I room, and every player on the team followed suit. The music and decoration features were handled by the new executive committeemen of the Y. M. D. The decorations were exclusively a base ball layout. All the equipment used was furnished through the courtesy of C. J. Schmeltzer Arms Co.

After the luncheon, all in attendance were invited to the base ball park as guests of President Muehlebach, the entire box section being reserved and turned over to the Young Mens Department.

And the game! It was worth while from every standpoint and it may be said that 99% of those who stayed for the final hit by "Goodie" Good which brought home the bacon, will be there strong for the Blues the balance of the season.

CHAMBER HELPS LAND 1920 GROTTO CONVENTION.

The following telegram from Pittsburg to the Chamber of Commerce tells the story of the success of a delegation representing the Elysian Grotto No. 52 Mystic Order Veiled Prophets of the Enchanted Realm in bringing to Kansas City the Imperial Council of that organization in 1920.

"Efforts successful Kansas City selected for 1920 session Veiled Prophets. Twenty thousand in attendance here."

The delegation consisted of Mr. J. Warren Davis, Prophet Monarch of the local Grotto, Nathan Neustetter, Chas Rogers, T. D. Boatright and R. Y. Groggin. These gentle-

men took with them a hearty invitation from the Chamber and convention publicity of the Chamber and through this combined effort secured the selection of Kansas City for the next council.

This organization, commonly known as the "Grotto," is an auxiliary of the Masonic fraternity and is to the Blue Lodge Mason what the Shrine is to the 32nd Degree Mason and the Knight Templar. Each grotto has its uniform patrol and many have bands as well. The uniforms are oriental and the colors make a beautiful display in the parade which is always a feature of the annual gathering. Kansas City is particularly fortunate in securing this convention for 1920.

LIST OF RESOLUTIONS FOR PUBLIC WORK.

Sent to the Board of Public Works for Adoption June 13th, 1919.

Sewers.

District Sewers in Sewer District No. 204, in Division No. 2.

Maintaining and Repairing Macadam Pavement. (Work to Public Contract.)

Westover Road from west line Brookside Boulevard to north line 55th Street.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORK.

Sent to the Board of Public Works For Adoption June 13, 1919.

Grading.

Virginia Ave. from 58th to 59th Street (4 installments.)

Alley between 16th and Hughes Street from Oakley to Topping.

Artificial Stone Curbing.

Drury Ave. both sides from south line 15th to north line Alley next south 16th.

Montgall both sides from north line 49th to north line 50th.

Concrete Sidewalk.

Chelsea Ave. both sides from south line Gladstone Blvd. to north line Dakota Ave.

Elmwood Ave. east side from south line Gladstone Blvd. to north line Lakota Ave.

Garfield Ave. east side from south center line 41st Street to north center line 42nd.

Resurfacing Brick With Sheet Asphalt Pavement.

22nd Street from east line Campbell to west line Harrison Street.

Portland Cement Concrete Pavement.

Euclid Ave. from south line Ward Ave. to north line 51st Street.

Montgall Ave., from north line 49th Street to north line 50th.

Bituminous Macadam Pavement.

Drury Ave. from south line 15th to south line of the Alley next south 16th.

Maintaining and Repairing Macadam Pavement. (3 Yrs. Public Contract.)

59th Street from east line State Line Road to west line Brookside Blvd.

Grassmere Lane from 56th St. to 57th St.

Greenway Terrace from Pennsylvania Ave. to Wornall Road.

Work To Be Done By Kansas City Without Contract.**Repairing and Maintaining Asphalt Pavement.**

Genesee St. from south line 36th to north line 39th.

Pennsylvania Ave. from south line 31st to north line 33rd.

Hearing of Property Owners July 1st, 1919.

LIST OF RESOLUTIONS FOR PUBLIC WORK Sent to the Board of Public Works for Adoption June 17th, 1919.**Paving Business Street.****Sheet Asphalt Pavement.**

Westport Ave. from west line Pennsylvania to west line Mill Creek Parkway.

Portland Cement Concrete Pavement.

McCoy Ave. from south line 22nd to north line 23rd.

Hearing of Property Owners July 1st, 1919.

GOOD ROADS MEMBERSHIP DRIVE.

The Chamber of Commerce served as headquarters for the Good Roads Association of Greater Kansas City in the operation of the Association's big campaign for 5,000 members, the drive opening on Thursday of last week. The City was divided into districts, each district being solicited by a committee appointed by one of the civic organizations supporting the Good Roads Association.

The teams reporting at the end of the first day's drive found the people of Kansas City ready to support the big hard road building program, as outlined by the Association. One of the most pleasant things in connection with the campaign was the action of the Cosmopolitan Club, one of the young clubs of the City, which without invitation volunteered its support of the good roads movement by taking out a life membership for the Club, and a committee, headed by D. C. McDowell, its president, reported at headquarters and offered the services of the committee to work until the end of the drive. That is the REAL KANSAS CITY SPIRIT.

Many business men took life memberships at \$100 and several big firms have made substantial subscriptions. The campaign will continue over this week and every man desiring to see Kansas City made the center of the greatest system of hard roads to be found anywhere in the United States should give his support to this Association by taking out a life membership at \$100 or at least an active membership at \$10. Do not wait for the committee but send check to the Good Roads Association in care of the Chamber of Commerce.

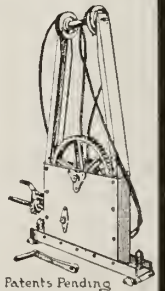
THE LABOR SAVER

Equip your Dump Bed with a **Columbian Lighting Hoist** and you will save **TIME** and **LABOR**.

Write for illustrated folder "80."

COLUMBIAN STEEL TANK CO.

1601-21 West 12th Street,
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Traffic and Transportation

NEW CAR FOR McCOOK.

Effective Monday, June 23, the C. B. & Q. reinstated their merchandise car for McCook, Nebraska, which was discontinued about a year ago. This car will run daily, and serve stations from McCook, Nebraska, to Brush, Colorado; also freight for stations on the Imperial Branch will load in this car.

EXPRESS RATES ON VEGETABLES FROM NEW ORLEANS.

Effective June 1, the American Railway Express Company established a carload express rate on vegetables from New Orleans to Kansas City, rate \$1.53 per 100 pounds, minimum 19,800 pounds, refrigeration \$44.00.

This is of especial interest to the produce trade.

MATTERS BEFORE DISTRICT COMMITTEE.

Kansas City Committee.

Docket 537-a. Proposed to cancel all carload and less carload commodity rates and exceptions to western classification on confectionary including candy and chewing gum, between points in southwestern territory permitting western classification rating and class rates to apply (July 9.)

Docket 743. Proposed to make following changes in rates between Kansas City, St. Joseph, Atchison and Leavenworth. (June 30.)

AND

C. G. & Q. STATIONS.

	Wheat.	Flax Seed Etc.	Corn, Etc.
	Pres. Pro.	Pres. Pro.	Pres. Pro.
Savanna Ill.,	14.5	16.5	
Dubuque, Ia.,	17.5	20	14.5 18.5
Calvert, Wis.,	19.5	20	18.5 20.0
LaCrosse, Wis.,	19.5	20	19.5 20.0
Minneapolis, Minn.,	19.5	20	19.5 20.0
Muscatine, Ia.,			14.5 15.5
Des Moines, Ia.,			14.0 14.5
Interurban Ry.			
Beaver Glen, Ia.,			
to			14.0 14.5
Flint, Ia.,			
Bakers, Ia.,			
to			14.0 15.0
Colfax, Ia.,			
C. R. I. P. Stations.			
Swanwood, Ia.,	*12.5	*16	
Shipley, Ia.,	*15.5	*17	
Iowa Falls, Ia.,	*16.5	*17.5	
Mason City, Ia.,	*17.0	*19.0	

* Rates apply to Kansas City, St. Joseph, Etc., and on corn and articles taking same rates.

Kansas City Committee.

Docket 744. Proposed to cancel rule permitting stopping in transit of Live Poultry carloads, to finish loading at points in Kansas when destined to Missouri river points and east thereof. (June 30.)

Chicago Committee.

Docket 298. Proposed to establish rates on Clay Products Carloads, from Mason City, Iowa, to points in Nebraska one cent per 100 pounds, under rates from Mississippi River with Gas Belt rates as maximum. (July 1.)

Omaha Committee.

Docket 272. Proposed to amend item 930 C. B. & Q. tariff 4202-G, I. C. C. 11400 to provide for same transit privileges on Grain and Grain Products at Council Bluffs as now allowed at Omaha. (July 2.)

St. Louis Committee.

Docket 956. Proposed to establish the same rules governing the furnishing of two single deck cars in lieu of one double deck car at all stations as authorized by F. R. A. 7818 at primary markets for loading live stock as follows (July 2):

"When rates are published on Hogs, Calves, Sheep, Lambs and Goats, in double deck cars different from single deck rates and Minima and a Double deck car is ordered by the shipper which the carrier is unable to furnish, two single deck cars will be furnished for loading. Charges for the two single deck cars will be assessed at the rate and minimum weight or at the charge for the double deck car ordered, provided such stock could be loaded in a double deck car of the size ordered."

(Continued on page 460.)

Bell Main 681

Home Main 9130

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COMMERCIAL

FOR EXTRA HEAVY MAIL

ST. LOUIS COMMITTEE.

(Continued from page 459.)

Docket 959. Proposed to establish commodity rate 25c per 100 pounds, on Sulphuric and Mixture Acid from Kansas City to Haskell, Okla., (July 2.)

Docket 961. Proposed to establish proportional rates on Hay C. L. from Memphis, Tenn., to points in Louisiana west of Mississippi River and to points in Texas based 5c under proportional rates from Cairo, Ill. (July 2.)

Docket 964. Proposed revision of commodity description of Fertilizer and Fertilizer Material between Interstate points and points in Arkansas and Oklahoma (July 2.)

Dallas Committee.

Docket 964. Proposed to readjust commodity rates on Cereal Beverages as follows: (July 8.)

From	To	Pres.	Pro.
	Kansas City Ter.....	69	60
Dallas, Tex.,	Kansas Group 1.....	71.5	65
Ft. Worth, Tex.,	Kansas Group 2.....	75	69
	Kansas Group 3.....	75	69
	Kansas City Ter.....	72.5	66.5
Houston, Tex.,	Kansas Group 1.....	77.5	71.5
San Antonio, Tex.,	Kans. Group 2.....	81.5	75
	Kansas Group 3.....	81.5	75
	Kansas City Ter.....	94	66.5
Galveston, Tex.,	Kansas Group 1.....	99	71.5
Waco, Tex.,	Kansas Group 2.....	102.5	75
	Kansas Group 3.....	102.5	75

New Orleans Committee.

Docket 353. Proposed to include Swinging Porch Seats in straight or mixed carloads in item 2256 S. W. L. tariff 58-L in order to provide commodity rates from interstate points to Louisiana points that are lower than the present fourth class rates (July 1.)

Rates Authorized.

F. R. A. 8012. Authorizes F. L. Leland, agent, to publish a new tariff naming rules governing refining in transit of coconut, copra, peanut and soya bean oil at St. Louis, Mo., and E. St. Louis, Ill., when imported through Pacific Coast ports or originating at such points.

F. R. A. 8018. Authorizes rate 8c per 100 lbs. on Cotton Seed Hull, Bran, carloads from St. Louis, Mo., and E. St. Louis, Ill., to Kansas City in compliance with I. C. C. Docket 9885.

F. R. A. 8060. Authorizes rate 28c per 100 lbs. on Fertilizer, C. L., from Missouri River to Colorado common points, 42c from St. Louis, 48c from Chicago, etc.

F. R. A. 8186. Authorizes correction of description items 2018, 2060, 2097, and 2098 Trans-Mo tariff 20-H to read as follows: "Grain pro-

ducts and Food Preparations, Cereal C. L. as described under those headings in current Western classification."

F. R. A. 8241. Authorizes correction of valuation clause on printing paper throughout Western territory to 4½c per pound where now shown as 3½c.

F. R. A. 8241. Authorizes minimum weight 21,000 lbs. on Fresh Meat and 30,000 lbs. on Packing House Products, C. L., throughout Western territory.

F. R. A. 8287. Authorizes revision of rates on Clay Products shown in tariffs prior to June 25, 1918, as taking Brick commodity rates to basis of an increase of 2c per 100 lbs. over rates, in effect May 25, 1918. Clay Products not so shown in tariffs to be revised to basis of 25% increase over rates in effect May 25, 1918.

F. R. A. 8382. Authorizes switching rate from Kaw Boiler Works, Kansas City, Kan., to Industries on K. C. Terminal R. R. East of Grand Ave. 4c per 100 lbs. west of Grand Ave. 5c per 100 lbs.

F. R. A. 8383. Authorizes M. K. & T. R. R. to amend its circular 677-F, I. C. C. A.—4247 to provide for transit privileges on Grain, Grain Products, etc., at Kansas City, Mo., as follows: "On shipments destined to Texas, originating at points in Missouri, North of the Missouri River, Illinois taking Chicago rates, Minnesota, Iowa, North Dakota, South Dakota, Nebraska and Kansas, on C. B. & Q. R. R., U. P. R. R. K. C. W. R. R. and Salina Northern R. R. from which through rates are published in S. W. L. tariff 32-Q.

F. R. A. 8407. Authorizes C. B. & Q. to publish Reconsigning and Storing in transit arrangements at Kansas City on Corn and Oats C. L. originating at all points on the C. B. & Q. in Illinois except stations South of the line Quincy to Peoria via. Galesburg, destined to points in Texas or Oklahoma or beyond.

(Continued on page 461.)

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Phones Main 4811Member
Kansas City
Real Estate Board

RATES AUTHORIZED.
(Continued from page 460.)

F. R. A. 8416. Authorizes Mo. Pac. R. R. to amend its tariff 949-B I. C. C. A-3870 by providing for switching rate of 2c per 100 lbs. on Scrap Iron, C. L. from switch of Sonken-Galam-ba Iron & Metal Co. to tracks of Witte Iron Works and American Radiator Co. (Centropolis.)

F. R. A. 8417. Authorizes Mo. Pac. R. R. to amend its circular 114-E to restore rules in effect prior to May 1, 1918, governing the re-consigning of flay.

F. R. A. 8605. Authorizes cancellation of item 3830 S. W. L. tariff 20-C publishing in lieu thereof on Scrap Paper C. L. from Dallas-Ft. Worth Group to Kansas City rate 27c per 100 lbs. also cancellation of items 3884, 3886, 3890 and 5896 S. W. L. tariff 44-J and in lieu thereof on Scrap Paper C. L. the following rates: From points in Oklahoma on and east of the C. R. I. & P. R. R. Main line Renfrow to Terrill inclusive to Kansas City 25c per 100 lbs. from other points in Oklahoma 27c per 100 lbs.

F. R. A. 8609. Authorizes application of cotton seed cooking oil rates on "Corn cooking oil" throughout Western territory.

F. R. A. 8660. Authorizes transit privileges on Grain and Grain Products at Atchison, Kas., in connection with proportional rates from Omaha, South Omaha, Nebraska City, Neb., and Council Bluffs, Ia., to points in Texas.

F. R. A. 8661. Authorizes M. K. & T. and St. L. S. F. R. R.'s to amend their switching tariffs to provide for the absorption of the intermediate switching charge and switching charge of K. C. N. W. R. R. on Coal, C. L. on road haul traffic destined to points within the Kansas City, Kan., switching limits of the K. C. N. W. R. R.

F. R. A. 8768. Authorizes E. B. Boyd to amend his tariff 99-B to provide that the C. B.

& Q. R. R. will not absorb switching charges at St. Joseph, Mo., on inbound movement of Grain.

F. R. A. 8973. Authorizes K. C. S. R. R. to cancel item 460 its classification No. 11-1 which provides for a switching charge of 4c per 100 lbs. on I. C. L. freight between industries within Kansas City switching limits.

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Made in Kansas City

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Seventh and Wyandotte

America's Coal Situation

and what it means to Kansas City business men will be outlined by

George H. Cushing

National Director American
Wholesale Coal Association,

the best posted man in America on the coal situation, who comes all the way from Washington to be the speaker at



MR. CUSHING.

Bi-Weekly Luncheon

Wednesday, June 25, 1919, 12:15 o'clock,
Hotel Baltimore, Francis I Room.

Major Morton T. Jones



MAJOR JONES.

one of Kansas City's own boys, who left the officers training camp at Funston 25 months ago with two bars on his shoulders and who as commanding officer of the 1st Battalion 354th Infantry, won his oak leaf at St. Mihiel and in the Argonne and Meuse battles. ¶ He will tell of some observations in France that may be applied to Kansas City.

Don't let weather interfere with your attendance. We'll take our coats off if it's hot.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 25

KANSAS CITY, TUESDAY, JULY 1, 1919



Chamber of Commerce
River Trip
Tonight, (Tuesday, July 1)
as guests of
Captain D. W. Wisherd.

Exclusive
Chamber of Commerce Party

STEAMER MAJESTIC
will leave foot of Main Street at 8:15 P. M.
Lots of room to park automobiles at the wharf
and special policemen to watch them.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE.....50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

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	FRANK WITHERSPOON, Jr.

SOUTHEASTERN KANSAS NEXT.

Even before the affairs of the June Good Fellowship Tour are entirely closed, active work on the July trip is already under way. On last Saturday and Sunday the pathfinders, driving a big Marmon car furnished by the Ellington Motor Company, laid out a trip that will take in Paola, Ottawa, Emporia, Osage City, Baldwin and Olathe.

The party consisted of G. D. M. Jones, Manager of the July trip; W. Edwin Smith, his assistant; Harry S. Frazer, Chairman of the Trade Extension Committee; Harry F. Navran, Treasurer, and Paul M. Kerr of the Program Committee.

AMERICANIZATION JULY 4 CELEBRATION.

Plans for the Victory Americanization Fourth of July Celebration have been completed by the Americanization Committees of the Chamber of Commerce and civic organizations which are co-operating. The speaking and exercises will be held in the music pavilion at Swope Park, commencing at 3:30 o'clock.

Boy Scouts will be on hand to direct guests to the pavilion and assist in other ways. All soldiers, sailors and former service men will be present and participate in the program.

The newly naturalized American citizens and their families, the foreign born who served in the army or navy, and Foreign Societies will attend as guests of honor.

Program.

"America".....Community Chorus
Invocation.....Rev. Wm. S. Abernathy
Salute to the Flag and Pledge of Allegiance
Address of Welcome....Mr. R. R. Brewster
Representing Americanization Committee.
Response.....Mr. D. G. Saad
Representing Naturalized Citizens.
"Star Spangled Banner"...Community Chorus
Folk Dances in Costume..Foreign Societies
"Auld Lang Syne".....Community Chorus

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We must give every returned soldier and sailor a job. Are you doing your part?

All Aboard the "Majestic"

CAPTAIN D. W. WISHERD of the Majestic Excursion Company has invited every member of the Chamber and his family to be his guests for a steamer ride on the Missouri River to-night (Tuesday). The invitation has been accepted for the membership by the Board of Directors.

The ride will be a strictly Chamber of Commerce affair, the members having the exclusive use of the 250-foot steel steamer Majestic.

In establishing an evening steamer ride as a feature of Kansas City summer life it is the intention of Captain Wisherd to insure a high class patronage so that no one need have any hesitation in making one of these trips.

There is another side to the proposition and one that the advocates of river navigation should not overlook. That is that this big boat, 50 feet wide, steel hull construction, with 17 water-tight compartments and five decks, said to be the largest and safest steamer on western rivers came up the Missouri River, testifying to the Missouri's navigability.

The more navigation there is on the Missouri the more interest will be aroused at Washington and the more support secured to its improvement.

Members should detach the trip pass they will find attached to this page of The Kansas Citian and present it for admission to the steamer.

Seventh Regiment Encampment

THE Seventh Regiment National Guard of Missouri has been ordered by the War Department to report at the National Rifle Range, Nevada, Missouri, July 13th, for fifteen days.

The War Department's order requires every officer and man of the regiment to report at camp and it is desired that the business men of Kansas City, employers of men of this regiment, shall co-operate with the government in every way, to the end that this, Kansas City's Regiment, shall be trained and disciplined so that if it shall be required to go into active service here, in preservation of order locally, or abroad, against any foe of the government, it shall go able to uphold the standards which Kansas City's other regiments have so well established.

Colonel Foster, commanding the Regiment, has received the following letter from one of Kansas City's biggest concerns:

"It may interest you to know that all men belonging to the 7th Regiment will not only be paid for the time they are in camp with the regiment, but also will be expected to take their regular vacation, in addition to being away on this encampment.

"I am writing you this thinking it might have some little weight with less public spirited employers who may object to their men going to this camp."

The spirit therein displayed is not only due this regiment in recognition of the services which it has twice rendered, but is an obligation of every Kansas Citian as his contribution toward the necessary measure of preparedness.

On behalf of Kansas City, its citizens and its homes, and in the interest of the maintenance, at this critical period of our country's history, of stability of government and the supremacy of law, release your men for this camp cheerfully—make it possible for them to go.

B. A. PARSONS, President

The Chamber of Commerce of Kansas City.

THIRTY-NINE NEW MEMBERS.

Here is another healthy addition to the membership roll of the Chamber which keeps on growing under the splendid direction of the Membership Committee of which Mr. Ed. S. North is Chairman. The other members of the committee who meet week after week to insure the maintenance of the Chamber's membership are:

Geo. W. Dillon	Clint L. Oliver
Myron A. Loewen	E. J. Powell
R. V. Aycock	L. D. Ramsey
E. B. Berkowitz	Edwin B. Schmidt
Frank M. Cromwell	C. A. Spaulding
Cady Daniels	Charles T. Thompson
J. J. Flood	H. H. West
H. C. Gamage	Kearney Wornall
G. K. Hamilton	L. Newton Wylder
Wm. P. Hope	Dawson Campbell
David I. Hunt	Francis Abbott
P. Loyd Lewis	Arthur F. Wagner
Geo. F. Marvin	Chas. M. Kemper
C. E. Matthews	G. W. Blakesley
Chas. R. Mathews	J. B. Rust
Geo. V. Metzger	Walter H. Negbauer
Sidney Moore	

NEW MEMBERS.

Arbuckle, Mahlon P.
A. & L. Sign Co., 915 Baltimore Ave.
Adamson, Edward J.
Investment Broker, 14 Scarritt Bldg.
Baptiste, J. M.
United Chemical Companies, 423 Delaware.
Bankers Life Co. of Des Moines, Iowa. (Firm)
Life Insurance, 514-15 Ridge Bldg.
Brydge, Julius
Dept. Store, 214-18 Independence Ave.
Buckley, B. H.
Spears Petroleum Co., 323 Dwight Bldg.
Continental National Bank (Firm)
917 Walnut St.
Columbian Steel Tank Co.
1605 West 12th St.
Davies, E.
White Way Electric Co., 301 West 12th St.
Donnelly, Paul F.
Donnelly Garment Co., 12th floor Coca Cola Bldg.
Dunbar Tire & Rubber Co. (Firm)
1215 Walnut St.
Fulkerson, James C.
Martz-Fulkerson Lumber Co.,
411 R. A. Long Bldg.
Fusselman, P. W.
Spears Petroleum Co., 323 Dwight Bldg.
Haag, Chas. M.
Owner, Neal Institute, 800 The Paseo.
Johnston, Roy L.
Druggist, 1210 East 33rd St.
Kessler, J. M.
American Bond & Investment Co.
204 Commerce Bldg.
Lewis, S. R.
Prop. Federal Hotel, 814 Grand Ave.

TRADE DIRECTORY.

Blanks have been mailed during the past week by the Industrial Department to all local manufacturers on which they are asked to list all articles manufactured. This will be for use in a classified trade directory to be published shortly by that Department.

Plans for this trade directory were approved by the Industrial Committee early last week, and provide for the publishing of 30,000 copies which will be distributed by the Department to all foreign consuls, purchasing agents, to all business houses in Kansas City and to all the larger concerns in this trade territory. The book will also be sent in response to many inquiries which are received daily by the Department for information on articles manufactured in Kansas City.

There will be no charge against the manufacturer for listings in this book. It is the purpose of the Committee to pay for the publication through advertising, and an opportunity will be given to all local firms desiring to place an advertisement in this publication at an early date.

This publication will fill a long felt want as nothing of this kind has been issued for several years.

Lowenstein, Henry Polk
Lawyer, 103 New York Life Bldg.
Missouri, Kansas & Texas R. R. (Firm)
108 Railway Exchange Bldg.
Mayhugh, John W.
Mayhugh-Scott Printing Co., 1033 Wyandotte St.
Massey, Homer E.
Haddon Hall, 1315 Linwood Blvd.
Nutt, A. V.
Silver Mfg. Co., 1424 St. Louis Ave.
Rhoades, Ralph
Fireworks Displays, 5 Gayety Theater Bldg.
Schwedler, Gus
The Spark Electric Co., 533 Delaware St.
Sharpe, C. L.
C. L. Sharpe Insurance Agency, 701 Republic Bldg.
Smith & Bros., Frank V. (Firm)
General Insurance, 426 Reserve Bank Bldg.
Seaboard Milling Co. (Firm)
620 New York Life Bldg.
Southwest Motor Co., (Additional)
1612 Grand Ave.
Southwest Paint & Varnish Co. (Firm)
608-610 Broadway.
Shaw, Garland G.
Shaw Service Shop, 203 Railway Exchange.
Yeamans, Dell W.
Dell Y. Yeamans & Co., 820 May St.
Witte, Roland R.
Horner-Witte Institute, 3300 Baltimore.

America's Coal Situation.

"If I needed coal to keep my factory running, I would not waste any time getting it in." This was but one of the striking statements made at the bi-weekly luncheon last Wednesday by Mr. G. H. Cushing, Managing Director of the American Wholesale Coal Association, Washington, D. C., who proved in his thirty-minute talk that he is probably the best posted man in America on the coal situation.

While coal was the main topic of the meeting, Major Morton T. Jones, one of Kansas City's own boys and one of its youngest distinguished officers in the world war, presented in an interesting and convincing way some observations of European conditions that might well be applied in Kansas City. This was a diversion from the usual talks that have been made by men recently returned from military service and one that President B. A. Parsons, who presided, said should be encouraged to the fullest extent in Kansas City.

Major Jones in a pleasing way told how formerly the study of Europe was confined to those who could afford to travel, but that a vast number of American officers on leave had had splendid opportunity to make recent observations in Paris, Rome, London and other European capitals. Many of these, he said, had visited not only the usual points of interest, but by making observations along particular lines of art, music and civic improvements, had enriched their knowledge and would be more valuable citizens on their return.

He illustrated how European environment had induced great improvement even in the bands that had accompanied the army overseas, that from playing purely

military airs and marches, they had developed into splendid organizations, giving fine concerts, etc. He told of the operas that were found in even the smaller towns with wonderful talent and how he and others had conducted excursions into literary and civic channels. He presented a mental picture of the wonderful boulevards, water-

ways, bridges, parks and play-grounds and dwelt on the innumerable monuments, emphasizing the fact that so many of these things are found in the downtown districts of European cities. He urged that Kansas City, through its Chamber of Commerce or otherwise, undertake to measure up to European culture in matters of that kind so that visitors to Kansas City will not be forced to entertain themselves with movies and bright lights, but may find in this great western capital great museums, an art center and concert halls to satisfy their hunger for such things.

In honor to Major Jones, there were at the speakers' table, Col. E. M. Stayton, Col. J. F. Binnie and Col. Ruby D. Garrett.

Before introducing the subject of coal, President Parsons extended on behalf of Capt. D. W. Wisherd of the Majestic Excursion Company an invitation to every member and his family to be guests of the company on a river trip Tuesday evening, July 1, to be exclusively a

chamber of commerce party, and for which tickets would be issued through the forthcoming issue of The Kansas Citian. He emphasized the value of such wholesome entertainment and its effect on river navigation.

Mr. Cushing on being introduced raised

(Continued on Page 468.)

HIGH LIGHTS IN MR. CUSHING'S ADDRESS.

"A duplication of last year's coal shortage is imminent on account of having to help overcome a 50 million ton shortage in Belgium and France and England and on account of 6 million tons being commandeered by the Navy Department for use of English transports to bring the 'boys' home."

"There will be no relief of the coal situation if the Railroad Administration has to be depended upon for a solution."

"Twenty years ago it was estimated that the Pittsburg vein would last thirty generations. A re-survey last year resulted in a report that at the present rate of mining, it will not last one generation."

"The prediction was made fifteen years ago that the Central Pennsylvania seam was practically inexhaustible. The last figures of geologists and mining experts predict a generation and a half as its limit of production."

"The average person little realizes the comparison of every day commodities with coal. At a recent breakfast I had five prunes that cost seventy pounds of Pocahontas coal for each prune."

"The country is losing 300,000 men a month; mines are running on a 50 per cent basis, and those still in the mines are demanding a 6-hour day and 5 days a week."

"The coal trade is suffering from college professors and bureaucrats who have so many solutions all to keep their bureaus intact."

"If I needed coal to keep my factory running, I would not waste any time getting it in."

"The monument of the coal industry is cheap power, as the result of which the United States shows the greatest industrial development on earth."

America's Coal Situation.

(Continued from Page 467.)

the question of being brought from Washington to talk to the business men of Kansas City on the coal situation while through Mr. H. N. Taylor of Kansas City, who attended the luncheon as President of the National Coal Association, Kansas City is really the coal capital of the United States. He called attention also to the fact that Mr. Ellery B. Gordon, Secretary of the National Retail Coal Merchants Association was present, from Philadelphia.

To get a running start on his subject, Mr. Cushing stated that the coal shortage during the war resulted from Germany taking over all of the coal production of Belgium and 60% of that of France, which shortage was first met by England and later of necessity by America: that while this shortage was being made up it was found that it took nine tons of coal a year for every soldier at the front and that as the manufacture of munitions and war material developed in this country the coal shortage appeared first in New England states and gradually progressed westward.

He declared that right now a duplication of that situation is developing for the reason that France and Belgium are short twenty-nine million tons, England short thirty million and that only the United States can make it up: further that in order to transport the U. S. Army back to this country English transports have been found necessary, and that their use is based on the United States furnishing American coal: that the Navy Department has actually commandeered six million tons for this purpose. Mr. Cushing showed how this vast quantity, fifty million tons or more, would have to be taken from eastern mines for this purpose and that instead of the coal movement being from east to west as formerly, it now has to be from west to east as the shortage creeps westward. That there must be a greater production forthwith or a serious shortage would result was his pointed assertion. This he stated, raises two questions—one, will the miners produce, and two, will the railroads carry this increased production. In answer to the second he stated that each time any transportation question is raised there comes up the proposition of the \$1,250,-

000,000 deficit which, he declared was due to the Administration having invested \$200,000,000 in equipment that could not be realized, the other billion and fifty million being due to the fact that the men employed by the Railroad Administration do not earn the money paid them, and do not move the goods, on account of there being no morale. He predicted that there would be no relief of the coal situation if the Railroad Administration had to be depended upon for a solution.

Regarding the labor situation Mr. Cushing recalled that prior to the war 300,000 men came to this country every month, but that now that many are leaving the country and that the mines at this moment are running on a 50% basis. To add to the difficulties of the coal situation he stated that the men who are left in the mines are conducting a campaign for a six hour day, five days a week and that therefore if he had a factory that depended on coal he would not waste any time getting it in.

Mr. Cushing dwelt briefly on the depletion of the underground resources of this country and asked what there will be for the maintenance of future civilization above ground, quoting Prime Minister W. E. Gladstone, who had stated that in coal production there is no seed time and just one harvest: that when an acre of coal is mined, it is gone forever. He referred briefly to the depleted condition of the country following the Civil War when recovery was made at the expense of natural resources that have ever since then been sacrificed to build up the present day civilization. Regarding monuments raised by coal men he agreed that no libraries or other monuments of that kind had been built, but that the greatest monument to the coal industry is the cheap power available in this country, giving it the greatest industrial development on earth. Conservation he declared would have to be the watchword for the future.

As evidence of the predatory attitude of the country towards the coal industry he stated that when the Pittsburgh vein was surveyed twenty years ago the prediction

(Continued on Page 474.)

L. J. BAER RENTAL CO.

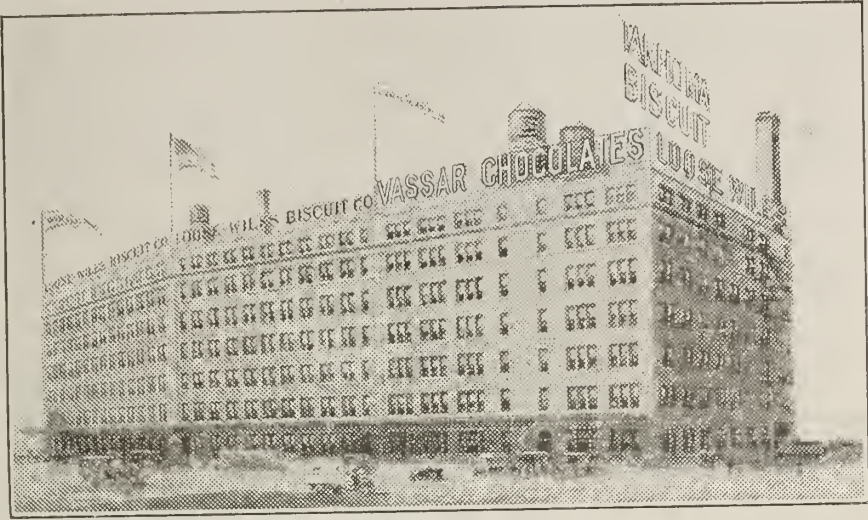
We devote our entire time exclusively to the care and management of all classes of income property.

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Real Estate Board

Visiting Kansas City's Industries.



The Loose-Wiles Biscuit Company.

HERE is the Kansas City plant which makes Sunshine Biscuits, Vassar Chocolates and Loose-Wiles candies. It is the Kansas City factory of the Loose-Wiles Biscuit Company, located at 8th and Santa Fe streets, in the West Bottoms. It is the original factory of the company, the main building having been erected shortly after the incorporation of the company in 1902. The building is seven stories and basement, is said to contain 400,000 square feet of floor space and to house 1,800 employees.

The company also maintains factories in New York, Boston, Chicago, St. Louis, Minneapolis, Omaha and Dallas, and has branches in one hundred cities. The general offices of the company, however, are maintained in Kansas City and the operations of the company are still directed by its founders, J. L. Loose, J. S. Loose, John H. Wiles and C. E. Gould, all of whom are citizens of Kansas City.

ANOTHER NEW CONCERN.

The Raymond Bag Company of Middletown, Ohio, is the latest concern to open an office in Kansas City. It is located at 1016 New York Life Building and is in charge of Mr. John A. Finegan, Sales Manager for Missouri, Kansas and Nebraska.

The company manufactures in its own plant at Middletown from the raw material to the finished product, including printing, rope, paper bags for shipping flour, cement, lime, plaster, carbon black, corn meal, etc., and craft bags for seeds, feed, etc.

The company is capitalized at \$250,000, and in addition to the branch office in Kansas City, has branch offices in Minneapolis and Boston.

ALL ABOARD!

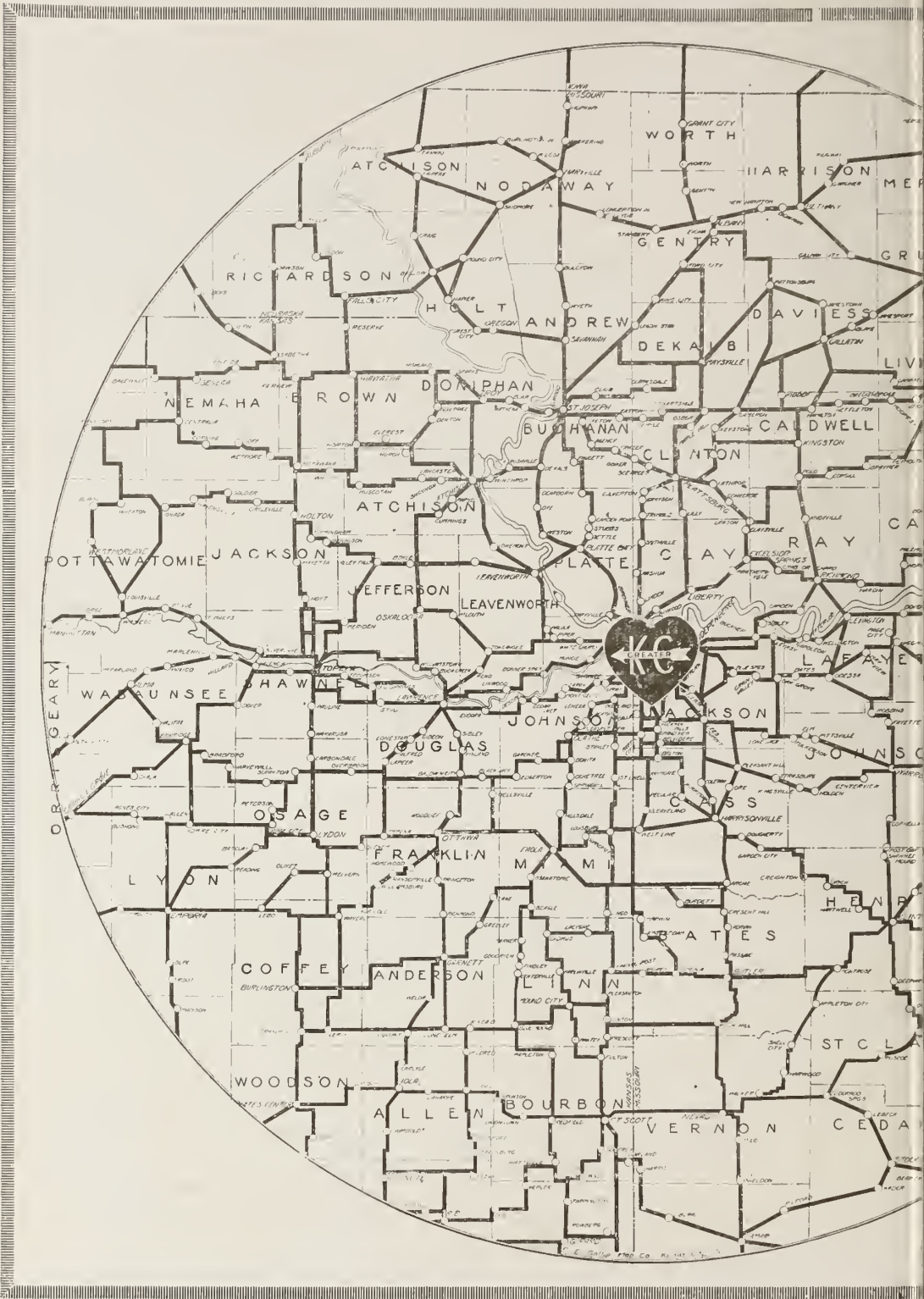
Chamber of Commerce River Trip tonight, Tuesday, July 1. Exclusive Chamber of Commerce party.

FOREIGN TRADE OPPORTUNITIES.

There has been formed at Valparaiso an American Chamber of Commerce for the purpose of promotion of trade relations between merchants of Chile and merchants of the United States. Practically all of the American firms established in Valparaiso are supporting this new organization, and it is very desirable that catalogs and literature of American manufacturers who desire to do business in that country be sent in care of this Chamber of Commerce.

The American Trading Company of Caracas, Venezuela, is desirous of obtaining catalogs and literature of American manufacturers, with a view of acting as selling agents for the manufacturers who desire to do business in that country.

We must give every returned soldier and sailor a job. Are you doing your part?



Result of The Chamber's Good Roads Work.

VALUE OF GOOD ROADS.

THE Good Roads Association of Greater Kansas City plans to secure hard surfaced roads within the next six years to give to the people within this circle the motor service they should have.

STATISTICS.

(Much of this will be delivered by trucks to Kansas City.)	Conditions Now.	Estimated 1926.
Population:		
Outside Greater Kansas City.....	1,100,000	1,300,000
In Greater Kansas City.....	400,000	600,000
Total.....	1,500,000	1,900,000
Farm crops and live stock sold....	\$300,000,000	\$500,000,000
Number of vehicles.....	100,000	200,000
Value of same.....	\$100,000,000	\$150,000,000
Total depreciation and upkeep annually.....	\$45,000,000	\$70,000,000
With 2,000 miles hard roads each car would save \$25 annually....	\$2,500,000	\$5,000,000
Number motor tourists to Greater Kansas City annually.....	100,000	500,000
Left by tourists annually at \$5 each.....	\$500,000	\$2,500,000
Miles of hard roads on truck lines outside Jackson and Wyandotte Counties.....	100	2,000
Miles of hard roads on all highways in circle.....	400	5,000

Does this territory need Hard Roads? Yes, and the Good Roads Association of Greater Kansas City will help the people to get them.

This Association should have the support of every business man and automobile owner in Greater Kansas City.

By effective and efficient assistance the time required to secure these good roads can be discounted fifty per cent.

GOOD ROADS ASSOCIATION
of Greater Kansas City.



EMPLOYMENT BUREAU.

That the records of the Soldiers and Sailors Employment Bureau are kept up to date and men sent out according to their qualifications, is evidenced by the high percentage of men employed on their first visits. A tabulation of returns from employers indicating whether or not the men had been employed, covering a period of several days last week, showed that eighty per cent of the men sent out were hired, ten per cent were rejected, and in the cases of the other ten per cent jobs had been filled before the men arrived.

Inasmuch as it is not necessary to hire the first man sent nowadays, there being a surplus of labor in certain lines, it is evident that invariably the man sent had the qualifications necessary for the opening. Otherwise he would not have been employed. This is the one thing that the Employment Bureau has been striving to do, place men according to their qualifications. It means satisfaction both to the employer and to the man employed.

RAYBURN LEAVES

Mr. Joseph H. Rayburn, who for the last nine months has been an assistant to the General Secretary, has resigned that position to assume the secretaryship of the Chamber of Commerce at Scottsbluff, Nebraska. There the organization will embrace more than just the city and will take in all of Scottsbluff County, one of the richest agricultural sections in the West, all of it being under irrigation.

Mr. Rayburn's connection with the local Chamber dates back to May, 1918, when he was first attached to the Industrial Department, but only for a short time, as his services were soon afterwards devoted to the work of the 14th Region, Resources and Conversion Section of the War Industries Board, in the handling of which he had charge of the office detail. His comparatively short experience in chamber of commerce work has been sufficiently varied that he is expected to qualify in a full-fledged secretaryship which carries with it a splendid increase in salary.

FOREIGN TRADE.

29646. An agency is desired by a man in the Canary Islands for the sale of cereals, wheat flour, textiles, lard, bacon, ham, sweetmeats, and preserved vegetables, cement, hardware, wood, fertilizers, wire nails, crystal and glassware, chinaware, drugs, lides, soap and perfumery. Correspondence should be in Spanish. References.

GOOD FELLOWSHIP TRIP.

Was the Good Fellowship Trip made by the Y. M. D. June 20-21 a success? Every man who went comes back with a roar, "I'll say it was."

Through as beautiful country as lies out of doors, over rolling prairies of Northeastern Kansas, a hundred of the younger members of the Chamber spread the gospel of good fellowship between Kansas City and the state for which it is named, shining as brightly as the sun which tanned their faces.

The receptions at Lawrence, Topeka, Horton, Horton, Hiawatha, Valley Falls, Tonganoxie and the smaller cities along the route were a continuous ovation and a pledge of closer relationship in every way. The speeches of the various reception committees indicated that Kansas is alive to the necessity for good roads that can be used 365 days in the year.

The wonderful crops in the region visited presage a prosperity for that section and for Kansas City exceeding anything ever known in this part of the country. Several speakers estimated the value of the wheat crop alone of the state of Kansas for this year to be in excess of \$500,000,000, and wheat is only one of the many products.

Powell of Marwick, Mitchell, Peak & Co. was the only man who had a clean chin during the trip. Wonder why?

Judge Fleming, of the Southside Court, asked the insurance men on the trip to issue each member of the party a policy insuring against fines in the Southside Court, which the Judge promised to redeem when presented at his bench. Have you received your policy yet?

George De Rue Meicklejohn Jones knows more about a Buick now than when he started out.

Mr. Meyer, of the Kline Cloak and Suit Company fell so deeply in love with Hiawatha that he refused to come home with the rest of the party.

Mr. Cole, of the Cole L. S. Commission Co., passed out miniature cow-bells as souvenirs. He was a muchly sought after man.

The depth of the mud, the severity of the rain, the denseness of the dust clouds did not dampen nor becloud the ardor of the party. Dirty faces and dirty linen could not hide the smiles and good spirits of the trippers.

On the return trip everyone was asking for reservations on the trip to Southeastern Kansas in July.

Don't miss the River Trip tonight.

The Wheat Wont Wait.



Chamber of Commerce Wheat Harvest Band.

THE Agricultural Department's Harvest Hand Enrollment Campaign will continue to the end of this week, with the central headquarters at 804 Grand Avenue in co-operation with the United States Employment Service.

At the time of going to press last week 6,500 men had been enrolled and sent from Kansas City to points in Kansas and Missouri in answer to calls for harvest hands. Kansas City's quota is 12,000 and it is believed that this number will have been reached by the end of the week.

The enrollment was stimulated last week by the appearance on the principal business streets of the Chamber's "Wheat Harvest Band," accompanied by Boy Scouts bearing large signs with the appeal: "Leave Today for the Harvest Fields."

At the central headquarters, a large clock on the front of the building registers the number of men enrolled. Photograph shows the minute hand pointing to 6,000, the number secured at that time, while the smaller hand points to the goal of 12,000, Kansas City's quota.

List of Resolutions for Public Work.

Sent to the Board of Public Works for Adoption
June 20, 1919.

Concrete Sidewalk.

33rd Street south side from west line Locust Street produced from the north to west center line Holmes.

Asphaltic Concrete Pavement.

Bales Avenue from south line 34th to north line 35th.

14th Street from east line Chestnut to west line Kansas. (Repave.)

Paving Business Streets.

Sheet Asphalt Pavement.

Westport Avenue from east line Mill Creek Parkway to west line Main.

Brick Block Pavement.

Beardsley Street from Bluff Street to Kersey Coates Drive.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORK.

Sewers.

District Sewers in Sewer District No. 334, Division 5.

Joint District Sewer known as the Turkey Creek Joint District Sewer.

Hearing of Property Owners July 8, 1919.

RIVER TRIP TONIGHT.

Bring the family down to the foot of Main Street at 8:15 o'clock tonight and enjoy a couple of hours on the river. Exclusively for members and their families.

STIRRING UP DELINQUENTS.

A letter is being sent by Treasurer W. S. McLucas to the members who have been careless in the remittance of their dues. It is not a collection letter, but simply a statement that the Chamber has no other income than from membership dues.

Delinquents are reminded that the directors, who are devoting so much time and effort, laid out a program of work at the beginning of the fiscal year and appropriated the money necessary to support the activities of the various departments.

The Chamber is now in the last quarter of the fiscal year and in order that the work planned nearly nine months ago may be carried to a successful conclusion the Board of Directors finds it necessary to have the funds in hand which the books show are due.

Any member who has received a statement recently is requested and urged to remit and not embarrass the Board in its work, bearing in mind that the organization is limited only by its income and plans to spend but spend judiciously all of its income.

AMERICA'S COAL SITUATION.

(Continued from Page 468.)

was made that if mined at the same rate it would last for thirty generations, but that last year a re-survey based on the present rate of mining showed that it would not last even one generation: further that the Central Pennsylvania seam was declared fifteen years ago to be practically inexhaustible, but that the last figures on that indicate that it will not last more than one and a half generations.

Contempt for coal, based on its cheapness was incidentally mentioned as an obstacle to conservation as it was difficult to make a person conserve coal that costs only \$1.15 or thereabouts for 2000 pounds at the mine. He illustrated this by making a comparison with a recent breakfast he had had at which among other things five prunes were served, his calculation being that each of the prunes represented in cost to him seventy pounds of Pocahontas coal.

He then briefly brought out that the coal trade is suffering from the college professors and bureaucrats who have not only ways to propose for handling the coal situation, but for maintaining all of the various bureaus brought into existence by the war, in order to perpetuate them and have something to do, illustrating this with the suggestion that had been made to have another cabinet to take over and control all natural resources. He said he liked to come West where the people could take care of themselves if all the bureaus were wiped out of existence, but predicted that a few months hence there would be developed an antagonistic attitude towards the coal business when the professors and bureaucrats would at the opportune time again propose their plan for taking over coal and other resources.

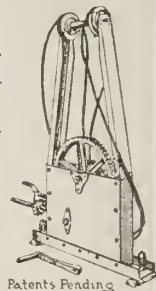
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during any period you are kept away from
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and from \$5,000 to \$12,000 in case of Accidental Death

The Business Men's Accident Association

W. T. GRANT, Secretary

Cumbe Building

Both Phones Main 4243

Traffic and Transportation

IMPROVED MILK SERVICE.

Arrangements were made by the Missouri Pacific to handle milk from Warrensburg and Smithton, Missouri, to Kansas City in train 15, which arrives at Kansas City at 3:00 a. m.

The service from these points to Kansas City in the past has been such that the milk could not be marketed promptly at Kansas City causing much complaint.

PERISHABLE FREIGHT TARIFF.

The proposed Perishable Protective Tariff which the Railroad Administration is seeking to adopt, is under investigation by the Interstate Commerce Commission, and hearing dates have been set at various points throughout the country, to hear testimony of shippers in the matter. The hearing for interested parties from Missouri, is set for Chicago, July 30, and for shippers from Kansas at Denver July 23.

DEMURRAGE CHARGES REDUCED.

Demurrage charges will be reduced to \$2.00 per car per day for the first 4 days after free time, and \$5.00 per car per day thereafter, with average agreement applying separately to cars held for loading and unloading. The new charges have been approved by the Director General, and it is reported will become effective July 20. The present charges which became effective February 10, 1919 are \$3.00 per car per day for the first 4 days after free time, \$6.00 per car per day for the next 3 days, and \$10.00 per car per day thereafter, with the average agreement applying only to cars unloaded.

The matter of reducing demurrage charges has been the subject of negotiations between the Demurrage Committee of the National Industrial Traffic League and the American Railway Association.

KANSAS CITY COMMITTEE CHANGES.

J. R. Koontz has been appointed chairman of the Kansas City District Freight Traffic Committee, succeeding D. R. Lincoln, who is now on the staff of the Director of Traffic at Washington. Mr. Koontz is general freight agent of the Santa Fe at Topeka, and has been a member of the committee since its creation.

F. J. Shubert, general freight agent of the Rock Island at Kansas City, has been appointed the new railroad member of the Committee, filling the vacancy.

C. P. Dowlin, formerly secretary of the Committee, has recently been appointed chairman of the Dallas District Freight Traffic Committee, and has left to enter upon his new duties, and H. R. McReynolds has been appointed secretary of the committee succeeding Mr. Dowlin. Mr. McReynolds has been chief clerk of the committee, and formerly was chief clerk in the general traffic office of the Rock Island at Kansas City. The present personnel of the Committee is as follows:

J. R. Koontz, Chairman, F. J. Shubert, Railroad Members; E. H. Hogueland, R. D. Sangster, Shipper Members; H. R. McReynolds, Secretary.

BILL OF LADING CASE.

The Interstate Commerce Commission has denied the petition of the carriers for a rehearing in the Bill of Lading case, recently decided.

FREIGHT HOUSES CLOSE JULY 4.

All outbound freight houses will be closed July 4.

The following inbound houses will be open for delivery of perishable freight until noon:

C. M. St. P. Ry.

Missouri Pacific Railway.

Rock Island—Refrigerator 2-K, regularly operating on Friday—freight will be accepted for this car on Thursday, which covers Topeka, Belleville to Limon, Colorado Springs to Denver.

K. C. Southern—Refrigerator regularly forwarding on Thursday will be run on Wednesday, July 2, instead, so that freight may get to its destination on **July 3 instead of July 4**, as deliveries at destination could not be made on 4th.

INTERURBAN ASKS INCREASES.

The Kansas City Clay County and St. Joseph Railroad is filing application with the Interstate Commerce Commission for permission to increase class rates between points on its line. The basis proposed to be put into effect, is the Missouri scale of class rates. From Kansas City to St. Joseph, the first class rate will be increased from 25c to 31c. Corresponding increases are made in lower classes. The first class rate applicable via the steam roads from Kansas City to St. Joseph, is 31.5c. From Kansas City to Liberty, the first class rate will be increased from 15c to 19c, with corresponding advances in the lower classes. There is no increase proposed in the rates from Kansas City to Excelsior Springs, except ½c on classes A and C.

The application is based on the increased costs experienced by the road in operation.

MATTERS BEFORE DISTRICT COMMITTEES.

Kansas City Committee.

Docket 748—Proposed to establish on grain and grain products, C. L. from interstate points to El Paso, Texas, Group 3 rates as shown in S. W. L. tariff 32-Q. (July 7.)

Docket 749—Proposed to amend C. G. W. tariff 78-A, I. C. C. 5005 to provide for the application of intrastate rate shown therein on coal between points in Missouri to also apply on interstate traffic. (July 7.)

Docket 751—Proposed to increase switching charge from Sugar Creek to Kansas City applicable on intrastate traffic as follows:

Distance 5 miles and under present \$4.00 proposed \$6.50 per car.

Distance 10 miles and over 5 miles, present \$5.00 proposed \$7.50 per car. in order to bring intrastate rates up to level of interstate rates. (July 7.)

Docket 752—Proposed to increase rates on empty beer and beverage packages returned from Nickerson and Sterling, Kas., to Kansas City and other lower Missouri River points from 10½c to 24c per 100 lbs.; to St. Louis Group from 22½c to 27c per 100 lbs. (July 7.)

Chicago Committee.

Docket 309—Proposed to establish brick commodity rates on re-inforced concrete slabs, C. L. from Kansas City, Chicago, St. Louis, etc., to points on the A. T. & S. F. R. R. in New Mexico. (July 8.)

(Continued on Page 476.)

TRAFFIC DEPARTMENT.

(Continued from Page 475.)

Dallas Committee.

Docket 146—Proposed to establish on elevator guides, fish plates and bolts for same in straight carloads same commodity rates as apply on structural iron and steel from interstate points to Texas points. (July 5.)

St. Paul Committee.

Docket 69—Proposed to increase rate on scrap iron C. L., between Montana common points and Missouri River points, St. Paul, Duluth, etc., from 37½¢ to 447½¢ per 100 lbs. (July 17.)

Denver Committee.

Docket A-42—Proposed to cancel present rules authorizing free diversion of potatoes between points in western territory, substituting therefor a rule authorizing one free diversion and a charge of \$10.00 for each diversion thereafter. (July 3.)

Docket A-572—Colorado Fuel & Iron Co., Minnequa, Colo., claim maximum rule in S. W. L. tariff 1-L places them at a disadvantage on wire nails and bar iron to Texas points west of common point territory. It is not stated in what manner the disadvantage should be removed. (July 3.)

Docket A-917—Proposed to establish on sulphate of potash C. L. from Denver, Colo., to Missouri River 23½¢ per 100 lbs., Mississippi River 27½¢, Chicago, Memphis, New Orleans and Galveston 33¢ per 100 lbs. (July 3.)

San Francisco Committee.

Docket 1658—Proposed to establish commodity rates on internal combustion engines, carloads, from eastern points to California Terminals proposed rate from Kansas City \$2.00 per 100 lbs., St. Louis \$2.15, etc. (July 2.)

Docket 1673—Proposed to establish on oil well machinery and supplies from Torrence, Cal., to points in Oklahoma, Texas and Wyoming, the same rates as in effect from Chicago. (July 3.)

Docket 1703—Proposed to establish commodity rate of 90¢ per 100 lbs. on cocoanut oil, C. L., from San Francisco, Cal., to all eastern destinations (including Kansas City) in lieu of present rate \$1.12½. (July 8.)

Omaha Committee.

Docket 276—Proposed to establish commodity rate 34½¢ per 100 lbs., on fuel oil, C. L., and 37¢ per 100 lbs., on other petroleum oils and products C. L., from Casper and Glen Rock, Wyo., to Kansas City. (July 9.)

Docket 277—Proposed to establish on fruit butter, fruit jam and fruit jelly, C. L., from Wyoming points on U. P. R. R. to Kansas City, St. Louis, Chicago, etc., commodity rate 90½¢ minimum weight 60,000 lbs., and \$1.06½ minimum weight 40,000 lbs. (July 9.)

Rates Authorized.

F. R. A. 8648—Authorizes the Wabash R. R. to increase charges for services rendered at Wabash elevator at Kansas City copy of circular naming the increase charges is on file in this office.

F. R. A. 8718—Authorizes C. R. I. & P. to

amend tariff 27920-B, I. C. C. 10279 by providing for application of lumber rate shown in Section 1 on cottonwood logs also to readjust rates on walnut logs to basis of 3¢ per 100 lbs., over lumber rates in effect May 25, 1918, plus increases authorized under General Order 28 from Kansas and Nebraska points to Kansas City.

F. R. A. 8740—Authorizes on sewer pipe, drain tile, etc., to Panhandle and Santa Fe stations Lester to Farwell, Tex., inclusive. From Kansas City territory 54¢ per 100 lbs., Kansas Group 1, 57½¢ Kansas Groups 2 and 3, 60¢.

F. R. A. 8816—Authorizes F. A. Leland to amend his tariffs 23-Q, 25-A, and 32-Q, applying on grain and grain products to points in Texas to provide for the addition of the following differentials over rates to San Angelo, Tex:

To G. C. & S. F. stations—Pullman, Turner-dale, Carlsbad and Water Valley, Tex., on grain grain products and hay, 1¢ per 100 lbs. To Broome and Sterling City, Tex., on grain and hay 2¢ on grain products 2½¢ per 100 lbs.

F. R. A. 8887—Authorizing publication of general rules in all territories governing the inspection and delivery of eggs and the handling of claims thereunder. Complete copy of rules is on file in this office.

F. R. A. 8955—Authorizes commodity rate of 21½¢ per 100 lbs., on vinegar, C. L., from Kansas City to Oskaloosa, Ia.

F. R. A. 9167—Authorizes the establishment on one day's notice, of westbound ocean and rail differential rates from Atlantic seaboard via, Atlantic ports to Missouri River points on basis of following differentials under the all-rail rates:

	Class Rates.					
	1	2	3	4	5	6
Boston and New York.....	8	6	5	4	4	3
Baltimore and Philadelphia.....	6	4	3	3	3	2

Commodity Rates.

Where all-rail commodity rates are established less than classification rating but same or higher than the sixth class rate from New York to Chicago the differential to be applied will be that applicable to the next lower New York to Chicago class rates, and where the all-rail commodity rate from New York to Chicago is lower than all-rail sixth class rates, but not lower than 26½¢, differential of 2¢ will be applied and where the all-rail New York to Chicago commodity rate is lower than 26½¢ differential of 1¢ will be applied.

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COMMERCIAL

FOR EXTRA HEAVY MAIL

KANSAS CITY'S OWN.

The Agricultural Department is in receipt of the Hereford Triumph Edition of the American Hereford Journal. The edition is all that the name implies, being a volume of 450 pages profusely illustrated and serving as an index of Hereford breeders the world over. Mr. Hayes Walker, publisher, has brought this magazine to a very high plane, the circulation of which reaches practically every Hereford breeder in America and the leading breeders of England as well. The American Hereford Journal is published in Kansas City and is issued twice a month.

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WE SELL NEW ONES
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Seventh and Wyandotte

YMD Boosts I'ts YMD's PEPPERY WAY

The Kansas City Base Ball Team, "The Blues," had its inning two weeks ago.

This week it will be

Electric Park

Kansas City's
Coney Island

DON'T MISS
**R
A
E Samuels**
Blue Streak of
Vaudeville

Now playing in the Gorham Revue at Electric, will go to Europe shortly for extended engagement. She will be YMD's chief entertainer at luncheon



Wednesday, July 2



M. G. HEIM,
Owner and General Manager
Electric Park.

Francis I Room, Hotel Baltimore

Those Inimitable
Samuels Songs
Make You Forget
The Weather!

JUL 10 1919

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF

KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 26

KANSAS CITY, TUESDAY, JULY 8, 1919

New Mail Schedule

Harvest Hands

Luncheons Suspended

July Good Fellowship Tour

Visiting K. C. Industries

Traffic and Transportation

C. of C. Offices

will be closed all day

Wednesday, July 9.

(See particulars on page 481.)

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

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CARRY AN APPLICATION BLANK.

It was not very complimentary to the membership at large who attended the Y. M. D. luncheon last week when a man wanted to sign an application and no one around several of the nearby tables had an application blank in his pocket. Paper even at the advanced prices is cheap enough when in the form of an application blank for membership in the Chamber and every visitor to headquarters these days should carry away with him two or three application blanks so as to be ready not only when some man wants to join, but to be ready to extend an invitation and back it up.

CHARITIES COMMITTEE PLANS.

The Charities Committee of the Department of Civics met on June 24 to consider plans for the survey of the charities of Kansas City which it will undertake. Various proposals were given, but the final decision as to method and scope of the survey were reserved until a later date. The committee also considered plans for the charities drive to be held in the Fall.

FIX THE ROAD TO EXCELSIOR SPRINGS.

Improving of the road to Excelsior Springs will be the first undertaking of the new Good Roads Association of Greater Kansas City, if the recommendation of the Chamber's Good Roads Committee is heeded. It is felt by the Good Roads Committee that the road to the "Springs" is the worst that leads out of Kansas City and that for many reasons it should be the best, inasmuch as some six or seven national highways are routed over it, to say nothing of the desire of Kansas City people to drive there innumerable times during the year.

According to Manager J. Frank Smith of the Good Roads Association, steps are being taken to co-operate with the people of Clay County in speeding up the building of this road.

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Order your Ticket now for the
GOOD FELLOWSHIP TOUR
July 18, 1919

Directors Appeal For Harvest Hand Rate

THE situation regarding harvesting of the Kansas wheat crop was such on June 27 that the Board of Directors, at its meeting day, felt it necessary to get in direct communication with Director General Walker D. Hines of the Railroad Administration. The following telegram, which is self-explanatory, was accordingly dispatched to him:

"Calls coming to us hourly from all over Kansas through County Agents and Chambers of Commerce advise of seriousness of situation in harvest fields due to lack of harvest hands. Unless something more is done than lies within power of Chambers of Commerce and co-operating agencies in enrolling and forwarding men very great loss will result. We are informed that thousands of men further east and south are ready to come but are held back because of no reduced railroad rates. They cannot pay full fare. We bespeak for Kansas and all it represents in this crisis an emergency rate which by mere announcement will add great incentive to movement. Situation abnormal this year not alone in acreage but due to weather conditions which have held back southern producing section. Oklahoma and Kansas fields ripe at same time making usual movement of harvest forces from south to north impossible this year.

Chamber of Commerce in co-operation with U. S. Employment Bureau exerting every effort to secure sufficient hands but will fall far short unless have outside help. Please answer."

The following telegram was received in reply:

B. A. Parsons, Pres. Chamber of Commerce,
Kansas City, Missouri.

Your telegram twenty-seventh director general railroads reduced fares harvest hands has been referred division traffic for answer. We regret necessity giving you unfavorable response. No subject connected passenger traffic has received more careful attention at our hands than reduced fares for laborers to help harvest Kansas wheat. If reduced fares granted in connection Kansas crop it will be necessary to grant similar privilege to wheat growers in other sections of country and also to growers other crops requiring large number laborers at given time, and present high operating costs do not warrant general reduction passenger fares.

(Signed) GERRIT FORT, Asst. Director.

Not satisfied with this reply and believing that the circumstances warranted a further effort, a message was sent to Mr. Joseph F. Tumulty, Secretary to the President, with the request that the appeal be transmitted to him as the only man to whom the Director General of Railroads is accountable, even if the President were then upon the high seas.

Report was also made to Missouri Senators James A. Reed and Selden P. Spencer of what the Chamber of Commerce had done and urging their close co-operation with the Kansas Congressional delegation towards securing a one cent rate for harvest hands especially from Chicago and St. Louis.

Splendid co-operation was received from all of the Kansas City banks who joined with the Chamber of Commerce in the original appeal to Director General Hines.

C. of C. Offices Closed Wednesday

The first annual outing of the Chamber of Commerce staff and their families will be held at Lake of the Woods tomorrow, July 9.

This not only by authority—but by direction of the Board of Directors, which at its meeting last week declared it to be in keeping with the spirit of the times and a good thing for the organization to line up with big mercantile, financial and manufacturing institutions in the practice of an annual picnic.

Members will please take note that there will be no one at Chamber of Commerce headquarters tomorrow, Wednesday, and that Main 119, both phones, will be silent for the day.

J. M. GUILD,
General Secretary.

RELIEF FOR FERGUS FALLS CYCLONE SUFFERERS.

It has been decided that Minnesota, including the cities of Minneapolis, St. Paul and Duluth, will take care of raising funds for the cyclone-stricken people of Fergus Falls, Minn., and no soliciting outside of the state will be done except from such firms as are doing a large business in Fergus Falls. This is the gist of word received last week from the Minneapolis Civic and Commerce Association in answer to the Chamber's inquiry as to what if any assistance Fergus Falls might need from Kansas City.

When Mayor James Cowgill referred the appeal of Mayor George W. Frankberg of Fergus Falls for financial aid to the Chamber of Commerce inquiry was at once made as to what was most needed and its urgency. The first reply was to the effect that a relief committee had been appointed and was then working in conjunction with the Red Cross; that all temporary relief had been taken care of, but with the probability that outside assistance of from \$500,000 to \$1,000,000 would be necessary, but that a survey then under way would have to be completed before further advice could be given.

WORKING ON REFERENDUM ON RAILROAD LEGISLATION.

The question of Remedial Railroad Legislation is of such magnitude and importance that Referendum No. 28 of the National Chamber of Commerce has been referred by the Board of Directors to three of its most important committees.

In the first place, in order that this important matter may be carefully weighed from an exclusive transportation standpoint, the Referendum will be considered by the Traffic Council under Vice-President C. W. Lonsdale. It will then be jointly dealt with by the Traffic Council and the members of the National Affairs Committee and Industrial Council, and recommendation made to the Board of Directors. These meetings will be held forthwith, as the time is short, the Chamber's ballot having to be in Washington not later than July 24.

In the meantime, individual and associate members of the National Chamber are mailing their ballots to the General Secretary for such influence as their views will have with the three committees when they meet in joint session. This is the procedure prescribed by the National Chamber, as local members of the National Chamber are not entitled to vote at Washington, but are expected to register with the local Chamber.

NEW RULING ON SPLITTING DUES.

In order to be more fair to new members, the Board of Directors, at the request of the Membership Committee and with the approval of the House Committee, has just sanctioned the splitting of the six months' dues so that a new member will hereafter pay from the first of the month next following the date of his application. Hereafter, under the by-laws, a member joining any time between April 1 and September 30 has been supposed to pay for the full six months, although he might only be a member during a small portion of it.

The only proviso in connection with the Board's action is that a member joining in July will in addition to being billed for the two months August and September of the present fiscal year, will be billed for the first six months of the new fiscal year beginning October 1, so as not to establish membership on just a two months' basis.

It is expected that this will prove helpful to the membership committee in its work.

JEFFERSON HIGHWAY SOCIABILITY RUN.

The Board of Directors, upon recommendation of the Markets, Transportation and Good Roads Committee, has referred to the Good Roads Association of Greater Kansas City the matter of entertaining those engaged in the "Palm to Pine" Sociability Run over the Jefferson Highway scheduled to visit Kansas City July 9.

It is announced that the party will include Governor R. G. Pleasant of Louisiana and possibly Governor Frederick Gardner of Missouri and Governor Henry J. Allen of Kansas, and inasmuch as those comprising the Sociability Run are coming to Kansas City in the interest of the good roads game and particularly the Jefferson Highway, the Board of Directors felt that the necessity for and purpose of the Good Roads Association was illustrated in this instance. The schedule provides for the party to arrive in Kansas City on Wednesday evening, July 9, leaving Kansas City the following day shortly after noon. The trip is being made from New Orleans to Winnipeg as a return courtesy to those who made the Winnipeg to New Orleans trip last year.

FOREIGN TRADE OPPORTUNITY.

Arias & Vilasuso of Havana, Cuba, advise they are in a position to handle all kinds of grains, and especially yellow corn in bags of four bushels, and desire to communicate with local concerns desiring such business.

Kansas City's Coney Island

THERE are different ways of boosting things, but the Young Men's Department gave Electric Park a boost last week that will be long remembered. The occasion was the Wednesday noon luncheon at which Mr. M. G. Heim, owner and general manager of the park, was the guest. When introduced it was with the statement by Vice President Frank C. Marqua who presided that he was responsible for Kansas City's Coney Island.

Ex-Mayor Henry L. Jost spoke for Mr. Heim and preached briefly on the philosophy of life, declaring that the three things that make life worth while are: fun—to keep young, love—to make one tolerant, and truth—to make one strong. He recalled that in the days when he did a lot of public speaking he used to take the Kansas City Star as his text on account of its great activity in civic affairs and he did so again by reference to the "Do You Know" series of advertisements of Kansas City's greatness. He added this one: "Do you know that Kansas City has an investment of over a half million dollars in Electric Park, making it second only to Willow Grove, Pa., in parks of that kind?"

While this was interesting and instructive, it is feared that the majority of the 250 attendants were there for what was yet to come. Leading up to the main attraction, Miss Charlotte Taylor, soprano, and Ward de Wolf, baritone rendered several selections in a way most acceptable and

which in themselves would have been ample entertainment even for a Y. M. D. audience. But Rae Samuels was unquestionably the headliner from whom everyone expected a treat and none was disappointed. In rapid succession she rendered song after song, developing more enthusiasm and greater applause until the usual hour of adjournment was reached. The fact that the day was warm made no difference to those who were there nor their staying qualities. They wanted to see and hear the "Blue Streak of Vaudeville," and they did.

In addition to boosting Electric Park as one of Kansas City's great institutions, time was taken immediately following the luncheon to introduce Mr. E. E. Frizell, Farm Labor Specialist from Kansas, who in a voice that was worn to a frazzle stated that he had been begging on the streets of Kansas City now for days, begging for men to go into the wheat fields to save the millions of bushels of wheat in danger of being lost for lack of farm labor. He urged those present who could not go personally to release men who could, men capable of doing the hard work of harvesting. The outcome of his appeal was the immediate appointment of a special committee to co-operate with the Agricultural Department in its farm labor campaign and of this Mr. Lyle A. Stephenson was made chairman. A score of men volunteered to go out in the afternoon to round up farm hands.

WANTS COMMITTEE ON PUBLIC UTILITIES.

The National Chamber of Commerce has asked the Kansas City Chamber to appoint a special committee to act with other committees throughout the United States in attempting to solve as far as possible the financial difficulties of street railways. This is considered by the National Chamber a National problem, although actual solution of each separate situation is a community proposition, but with the idea that there are certain general principles common to all cases and of vital importance in their relation to the home owner and manufacturer, the merchant, and business and social welfare generally.

According to the National Chamber, it is essentially a business problem and will not be well solved unless the representative business men of every city give it careful study and consideration and tender their

best judgment and advice.

The local Chamber has not had a committee on Public Utilities for this year and for that reason is now asked to appoint a special committee which will prepare for the National Committee certain data and information concerning the local transportation situation, with suggestions. The National Chamber's Committee will take a nation-wide grasp on transit conditions generally and wants to know how they are in each of the leading cities of the country, and if they are in good shape, how the remedies were secured so that such information might be made available for the communities less fortunately favored.

FOREIGN TRADE OPPORTUNITY.

29642. A business man in Italy wishes to secure the representation of manufacturers and exporters of industrial products. Correspondence may be in English. References,

APPROVES WORK. ON BILL-BOARDS.

The Board of Directors at its meeting June 27 approved the work of the Chamber's Bill-Board Committee, appointed several weeks ago. The Committee recommended to the Board an ordinance which, except the tax clause, is the same as the ordinance which is now before the Conference Committee of the Lower House of the City Council. This ordinance was drawn in the City Counselor's office by representatives of this office and the Bill-Board Committee. It provides for a business district bounded by Washington Street and Lydia Avenue, Missouri River and 24th Street.

Eighth, Ninth, Tenth, Twelfth, Fifteenth, Main and McGee Street Trafficway are also defined as business streets for some distance beyond the limits specified. In addition, any block in which one-fourth of the property is used for business purposes is considered a business street. All other sections of the city and all other streets and blocks are considered residence streets and no bill-boards under this ordinance would be permitted on these streets.

The ordinance also would fix the height of bill-boards at thirteen feet and requires three feet between the bottom of the boards and the ground. All boards now located in residence districts, as defined, would have to be torn down and removed within two months after the ordinance takes effect. A building permit would be required for every new bill-board. The bill-board companies would be required to pay a tax of 5 cents per lineal foot per year for all boards in the city.

Any violation of the ordinance would be made a misdemeanor. A fine of not to exceed \$500 is fixed for each offense, each day of violation being considered a separate offense.

The Board of Directors also approved the report made by the Department of Civics on bill-boards on Boulevards. This report showed that there are a total of 6,535 lineal feet of bill-boards now on boulevards, or practically one mile and a quarter. There are eighty-six individuals or firms whose advertising appears on these boards. The report also shows the list of firms advertising on these boards, the condition of the premises, the type of neighborhood, whether boards are paper or painted, and whether lighted or unlighted. It gives the location of each board. Concerning the type of neighborhood in which the boards are located, the report gives these:

Residence.27

TESTIMONIAL TO PRESIDENT PARSONS.

A splendid recognition of Mr. B. A. Parsons' administration as President of the Chamber of Commerce since October 1, 1918, was given in an editorial in the Kansas City Star of June 12. It is here reproduced for the benefit of members who may not have read it, and also for record in The Kansas Citian:

A PUBLIC SPIRITED ADMINISTRATION.

With the election of a new administration for the Chamber of Commerce a word is due to the work of the present administration, now drawing to a close, and particularly to the efforts of Mr. B. A. Parsons, the president.

From the beginning of his administration when the chamber took a hand in obtaining the quarantine against the influenza epidemic, down to the end, Mr. Parsons has shown energy, disinterestedness, and a fine public spirit. Special interests that undertook to influence him found he was impervious to influence. He took his stand for what he conceived the best interests of Kansas City and there he stood.

Under his direction the work of the industrial survey of the city has been successfully carried forward. When a new industry investigates the possibility of locating in Kansas City it can obtain from the Chamber of Commerce an elaborate statement of conditions affecting that industry, so it is saved the time and trouble of an independent investigation. The activities of the transportation bureau have been systematically developed to the advantage of those industries in which freight rates are a great factor.

In connection with the Twenty-third Street Viaduct, the telephone merger, the question of the employment of returned soldiers, and in the relations of Kansas City, Mo., to Kansas City, Kas., and other communities, the leadership of Mr. Parsons has constantly counted. The rehabilitation of the local charities that were in danger of being overlooked in the pressure of war work, through the war chest gathered in the united war work drive, was largely due to his efforts.

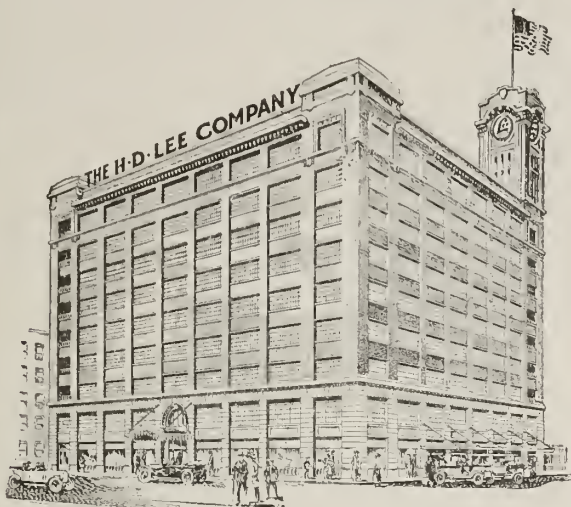
As a result of the success of the last year the Chamber of Commerce is in an excellent condition to face the problems that are ahead. It is confidently to be expected that the standards already established will be maintained by the administration of the newly elected president, Mr. W. S. McLucas.

Business.	35
Partly residence, partly business.	16
Residence, Hospital, Church.	6
Vacant.	3

The committee has been represented at the various council hearings on the proposed ordinances and hopes that an ordinance similar to the one it recommends will be passed.

Visiting Kansas City's Industries.

The H. D. Lee Mercantile Company.



HERE is the present plant of the H. D. Lee Mercantile Company at 20th and Wyandotte streets. According to officers of the company, an addition is to be built shortly which will be a duplicate of the present structure in size and height. When completed it is said the Lee tower will surmount a structure containing more than one-half million square feet of floor space.

The business was originally founded in Salina, Kansas, thirty years ago. In 1916 Mr. H. D. Lee, the active head of the concern, established the business in Kansas City.

Branches and factories are maintained in Salina, Kansas; Kansas City, Kansas; South Bend, Ind.; Trenton, N. J., and Waterbury, Conn.

The company is said to employ 520 people in the Kansas City plant, and a total of 200 salesmen to cover the entire United States. The home office is in Kansas City.

While primarily a wholesale grocery company, they have added other lines, notably the Lee Unionall, which is said to be one of the best known work garments in America. Another extensive and recent addition to the business is the furnishings, notions, stationery, school supplies, holiday goods and drug sundries department.

The Lee brand of food products is said to have an enviable reputation with both trade and customers as a high grade line of table delicacies. More than 100 different articles are put out under the Lee brand.

INDUSTRIAL OPPORTUNITIES.

A Nebraska company manufacturing fender cultivator shovels desires to arrange with local concern to manufacture 3½-inch shovels. A sample can be seen at the Chamber office.

They desire price on 10,000, one-half to be made of crucible steel and the other half of soft center steel. Delivery January 1, 1920, with option to purchase additional shovels in lots of from 5,000 to 20,000.

Mr. Leslie H. Robinson, care American Committee for Relief in the Near East, headquarters Constantinople, desires to communicate with local concerns handling building materials and supplies of all kinds and with reference to representation in Constantinople. Desires prices delivered at port in the United States and also delivered at Constantinople.

G. Artadi & Co., 121 Liberty Street, New York City, a Peruvian firm established in 1893, desires to communicate with local concerns interested in the Peruvian market. They state that they operate their own vessels on the Peruvian Coast and have warehouses at Paita and Callao. Also have show rooms for display of samples at these two places.

Fort Pitt Stamping & Enameling Company, Leechburg, Pa., desires to secure reliable manufacturer's agent to handle their enameled ware.

Iwai & Company, Ltd., Woolworth Building, New York City, are desirous of communicating with such companies as would be interested in the purchase or sale of Oriental Peanut Oil, Soya Bean Oil and China Wood Oil.

Schedule of Departure and Arrival of M

Closes K. C. P. O.	OUTGOING Leaves Depot	Rail- road	EASTERN MAIL DESTINATION	INCOMING Hours in Transit	Arrives K. C. P. O.
			AKRON, OHIO	23	3:40 a. m.
7:40 a. m.	8:30 a. m.	S. Fe	BOSTON, MASS.....	40 to 45	8:10 a. m.
8:05 a. m.	9:00 a. m.	M. P.	CHICAGO, ILL.	12 to 16	8:50 a. m.
12:05 a. m.	1:15 p. m.	M. P.	CLEVELAND, OHIO.	22 to 24	10:30 a. m.
5:00 p. m.	6:00 p. m.	S. Fe	DETROIT, MICH.	22 to 28	3:20 p. m.
6:30 p. m.	7:30 p. m.	S. Fe	MILWAUKEE, WIS.	13 to 17	6:30 p. m.
9:45 p. m.	10:45 p. m.	S. Fe	MONTREAL, CANADA.	40 to 48	10:00 p. m.
			PHILADELPHIA, PA.	30 to 34	
			PITTSBURG, PA.	24 to 27	
8:05 a. m.	9:00 a. m.	M. P.			3:40 a. m.
12:10 p. m.	1:15 p. m.	M. P.	BALTIMORE, MD.	36 to 38	8:10 a. m.
5:00 p. m.	6:00 p. m.	S. Fe	NEW YORK, N. Y.....	31 to 38	10:30 a. m.
6:30 p. m.	7:30 p. m.	S. Fe	WASHINGTON, D. C.	32 to 34	6:30 p. m.
9:45 p. m.	10:45 p. m.	S. Fe			10:00 p. m.
8:05 a. m.	9:00 a. m.	M. P.			3:40 a. m.
12:10 p. m.	1:15 p. m.	M. P.	CINCINNATI, OHIO.	18 to 20	8:10 a. m.
5:20 p. m.	6:20 p. m.	Wabash	INDIANAPOLIS, IND.	18 to 20	10:30 a. m.
10:05 p. m.	11:10 p. m.	M. P.			6:30 p. m.
					10:00 p. m.
8:05 a. m.	9:00 a. m.	M. P.			3:40 a. m.
12:10 p. m.	1:15 p. m.	M. P.	ST. LOUIS, MO.	8	8:10 a. m.
9:00 p. m.	10:00 p. m.	Wabash			10:30 a. m.
9:45 p. m.	10:45 p. m.	M. P.			6:30 p. m.
					10:00 p. m.
WESTERN MAIL					
9:20 a. m.	10:15 a. m.	S. Fe	ALBUQUERQUE, N. MEX. ..	24 to 26	8:10 a. m.
9:15 p. m.	10:05 p. m.	S. Fe			5:53 p. m.
					7:40 p. m.
9:20 a. m.	10:40 a. m.	U. P.			9:55 a. m.
5:00 p. m.	6:00 p. m.	U. P.	DENVER, COLO.	19	11:20 a. m.
5:20 p. m.	6:45 p. m.	R. I.			5:53 p. m.
8:45 p. m.	9:45 p. m.	R. I.			
9:20 a. m.	10:15 a. m.	S. Fe	LOS ANGELES, CAL.	53	5:53 p. m.
9:15 p. m.	10:05 p. m.	S. Fe			7:40 p. m.
					10:40 p. m.
7:40 a. m.	8:30 a. m.	M. P.			7:40 a. m.
10:45 a. m.	11:30 a. m.	C. B. Q.			8:50 a. m.
12:10 p. m.	1:55 p. m.	M. P.	OMAHA, NEBR.	8	4:52 p. m.
9:45 p. m.	10:40 p. m.	C. B. Q.			11:55 p. m.
10:05 p. m.	11:15 p. m.	C. G. W.			
10:45 a. m.	11:30 a. m.	C. B. Q.			
9:45 p. m.	10:40 p. m.	C. B. Q.	SALT LAKE CITY, UTAH....	36	7:40 a. m.
10:05 p. m.	11:15 p. m.	C. G. W.			4:52 p. m.
9:20 a. m.	10:15 a. m.				
10:45 a. m.	11:30 a. m.	C. B. Q.			8:10 a. m.
9:45 p. m.	10:40 p. m.	C. B. Q.	SAN FRANCISCO, CAL.	60	4:52 p. m.
10:05 p. m.	11:15 p. m.	C. G. W.			10:40 p. m.
8:45 a. m.	10:35 a. m.	C. B. Q.			
10:45 a. m.	11:30 a. m.	C. B. Q.			7:40 a. m.
12:10 p. m.	1:55 p. m.	C. G. W.	SEATTLE, WASH.	80	4:52 p. m.
10:05 p. m.	11:25 p. m.	C. G. W.			9:20 p. m.

Kansas City Post Office (July 8, 1919.)

OUTGOING		NORTHERN MAIL		INCOMING	
Closes K. C. P. O.	Leaves Depot	Rail- road	DESTINATION	Hours in Transit	Arrives K. C. P. O.
8:05 a. m.	9:00 a. m.	C. G. W.			8:50 a. m.
12:10 p. m.	2:10 p. m.	C. G. W.			4:30 p. m.
10:05 p. m.	11:15 p. m.	C. G. W.	DES MOINES, IOWA.	8	9:05 p. m.
10:45 a. m.	11:30 a. m.	C. B. Q.			7:40 a. m.
12:10 p. m.	2:10 p. m.	C. G. W.	MINNEAPOLIS, MINN.	18 to 22	8:50 a. m.
10:05 p. m.	11:15 p. m.	C. G. W.	ST. PAUL, MINN.	18 to 22	4:30 p. m.
					9:05 p. m.

SOUTHERN MAIL					
8:05 a. m.	9:00 a. m.	M. P.			
12:10 p. m.	1:15 p. m.	M. P.			7:40 a. m.
4:25 p. m.	5:30 p. m.	Frisco	ATLANTA, GA.	30 to 36	10:45 a. m.
9:55 p. m.	10:45 p. m.	M. P.			6:30 p. m.
10:40 p. m.	11:40 p. m.	Frisco			
9:20 a. m.	10:15 a. m.	M.K.&T.			2:10 a. m.
3:35 p. m.	4:30 p. m.	M.K.&T.	DALLAS, TEXAS.	15 to 18	8:50 a. m.
8:20 p. m.	9:15 p. m.	M.K.&T.			1:15 p. m.
9:20 a. m.	10:15 a. m.	R. I.	EL PASO, TEX.	31	7:40 a. m.
9:15 p. m.	10:15 p. m.	R. I.			7:40 p. m.
9:20 a. m.	10:45 a. m.	R. I.			2:10 a. m.
3:35 p. m.	4:30 p. m.	M.K.&T.	FT. WORTH, TEX.	15 to 18	7:40 a. m.
5:20 p. m.	6:45 p. m.	R. I.			8:50 a. m.
9:00 p. m.	10:00 p. m.	S. Fe			1:15 p. m.
9:20 a. m.	10:15 a. m.	M.K.&T.			
3:35 p. m.	4:30 p. m.	M.K.&T.	HOUSTON, TEX.	27	2:10 a. m.
4:25 p. m.	5:30 p. m.	Frisco			1:15 p. m.
8:20 p. m.	9:15 p. m.	M.K.&T.			
7:40 a. m.	8:30 a. m.	M. P.			
8:10 a. m.	9:00 a. m.	M. P.			7:40 a. m.
12:10 p. m.	1:15 p. m.	M. P.			10:45 a. m.
4:25 p. m.	5:30 p. m.	Frisco	LITTLE ROCK, ARK.	18 to 22	6:30 p. m.
9:00 p. m.	10:00 p. m.	M. P.			7:40 p. m.
10:40 p. m.	11:40 p. m.	Frisco			
4:25 p. m.	5:30 p. m.	Frisco	MEMPHIS, TENN.	15 to 20	7:40 a. m.
10:40 p. m.	11:40 p. m.	Frisco	NEW ORLEANS, LA.	29 to 35	10:30 a. m.
9:20 a. m.	10:15 a. m.	S. Fe			2:10 a. m.
3:35 p. m.	4:30 p. m.	M.K.&T.			8:10 a. m.
5:20 p. m.	6:45 p. m.	R. I.	OKLAHOMA CITY, OK.	12 to 15	1:15 p. m.
9:00 p. m.	10:00 p. m.	S. Fe			7:40 p. m.
9:15 p. m.	10:30 p. m.	Frisco			
9:20 a. m.	10:45 a. m.	R. I.			2:10 a. m.
3:35 p. m.	4:30 p. m.	M.K.&T.	SAN ANTONIO, TEX.	26	1:15 p. m.
8:20 p. m.	9:15 p. m.	M.K.&T.			
12:10 p. m.	1:00 p. m.	K. C. S.			2:10 a. m.
4:25 p. m.	5:30 p. m.	Frisco	SHREVEPORT, LA.	22	8:50 a. m.
10:40 p. m.	11:15 p. m.	K. C. S.	TEXARKANA, TEX.	18 to 20	5:35 p. m.
1:05 a. m.	2:05 a. m.	S. Fe			7:40 a. m.
6:40 a. m.	7:55 a. m.	R. I.			8:10 a. m.
9:20 a. m.	10:45 a. m.	S. Fe.	WICHITA, KANSAS.	6 to 8	5:35 p. m.
5:20 p. m.	6:45 p. m.	R. I.			7:40 p. m.
9:00 p. m.	10:00 p. m.	S. Fe			10:00 p. m.

Prepared by Postmaster Baylis Steele at the request of The Chamber of Commerce.

PREPARING FOR JULY GOOD FELLOWSHIP TOUR.

The next Good Fellowship Automobile Tour will be on July 18-19, and is promised to be the banner trip of the year. Start will be made from the Station Plaza Friday morning with brief stops for street meetings at Martin City, Stanley, Louisburg and Paola and for lunch in Ottawa and a meeting with the Chamber of Commerce, leaving there at 2:00 o'clock. Afternoon stops will be made at Quenemo, Melvern, Olivet and Lebo, reaching Emporia for the night, dinner and a meeting at the State Normal School with the Chamber of Commerce. Mr. William Allen White is expected back from Europe in time to talk on his personal observations there, particularly in the peace conference. Following the meeting will be a dance at Soden Park.

Saturday breakfast will be served at the Emporia Country Club, leaving Emporia at 10:00 for Osage City via Reading. Noon stop at Osage City and afternoon stops at Lyndon, Overbrook, Baldwin, Edgerton and Gardner. The evening meal at Olathe and reach 75th and Wornall Road at 10:00 p. m.

An innovation will be that no grips or suitcases will be allowed. Each person must take a small roll of what he has to take and carry it in the car with him. This will save becoming separated from a clean collar and other necessities. Warning is now given and will be repeated for the benefit of a few persons in particular and all who go in general that the schedule as printed in the log will be adhered to and that every one must be on time or run the risk of having to walk to the next town.

GRAIN JUDGING CUPS.

The two silver cups offered by the Chamber of Commerce last October as prizes for the winners in the Boys' and Girls' Grain Judging Contest have been awarded to Livingston and Barton counties, these having been the successful counties from the northwest and southwest sections of the State, respectively. The cups will be held by these clubs for one year when they will be re-awarded to the counties making the best showing this year.

In the contest there were 77 clubs represented, with a total membership of 671 boys and girls. During the contest these members judged 9,193 samples of grain.

FOREIGN TRADE NOTE.

The Balkan-American Express and Navigation Company, Inc., 25 Broad Street, New York, advise that they have excellent facilities for the handling of shipments from the United States to Holland.

BOYS' AND GIRLS' SWEEPSTAKES CONTEST.

The Chamber announces a Boys' and Girls' Club Sweepstakes Contest designed to engage the attention, active interest as well as the participation of every Boys' and Girls' Club member of Missouri, Kansas and Oklahoma. This contest is planned by the Chamber's Agricultural Department in recognition of the splendid work being accomplished by the Boys' and Girls' Farm Clubs as organized by the State Agricultural Colleges.

The contest provides that in order to be eligible to compete, it will first be necessary for all contestants to be active club members, their work to be done under the direction of a State or County Agricultural leader and their entries in the Sweepstakes Contest must previously have won a prize in a State, County, Township or local contest.

The entries will close on September 23 and will be judged and exhibited in the Chamber of Commerce booth at the International Farm Congress and Soil Products Exposition, Kansas City, September 24 to October 4.

ONE MORE NATIONAL HIGHWAY INTO KANSAS CITY.

It has been definitely determined that Kansas City will be on the route of the Liberty Highway. The Liberty Highway is a coast to coast route extending from New York to San Francisco and is dedicated to the cause of Liberty and to those who made the supreme sacrifice in the Great War.

The following met at the Chamber of Commerce last week to plan the program for the Liberty Highway meeting of July 21 to be held at the Hotel Baltimore, at which time state organizations will be formed and the Highway will be routed through Kansas and Missouri: Messrs. Lee Clarke, Liberty, Mo., State Vice President of the Liberty Highway Association for Missouri; J. C. Fowler, Pittsburg, Kan., State Vice President for Kansas; George D. Hurley, Honorary Vice President of the Association; J. Frank Smith, Manager, Good Roads Association of Greater Kansas City; O. K. Quivey, Agricultural Commissioner, Chamber of Commerce.

Oklahoma representatives will be invited to attend the July 21 meeting in order that the organization might be perfected and the route established in that state. The selection of the route will depend upon the assurance of towns and communities along the way providing hard surfaced roads at an early date.

River Trip

A NICE PARTY and a great trip were the two unanimous expressions of the one thousand and more Chamber of Commerce members and their families who enjoyed the hospitality of Captain D. W. Wisherd of the Steamer Majestic on Tuesday evening, July 1. And it was surprising how many of this number made direct acquaintance with the Missouri River for the first time.

The Board of Directors had accepted on behalf of the members the invitation of the boat management to make an evening trip down the river, for the purpose of observing the capacity and splendid equipment of the Steamer Majestic now available for the most delightful evening enjoyment that an inland city could possibly have.

Although notice to the members was short, being in the form of an announcement in The Kansas Citian that was not delivered until Tuesday morning, the number of little yellow passes that were taken up at the gang-way gave evidence that Chamber's weekly is being generally read, and it proved beyond the question of doubt that a river trip is a novelty that appeals to the average inlander. Nothing whatever marred the trip, in fact, the extreme in the other direction was in evidence from the moment that the bow lines were cast off until the Majestic was again tied up.

Naturally the majority of the party were young people, sons and daughters of the members, but Father was there too in most instances and in quite a few Grandpa was also present, and there was no age limit recognized on the spacious dance floor where the latest variety of enticing music

was dispensed. Those who did not dance were content to sit along the rails on the three upper decks and enjoy the faint moonlight scene.

Life was added to the occasion in the form of horns that were handed out by President Ira C. Brown of the Webb Brothers Belting Company.

The purposes of the trip were two-fold so far as the Chamber of Commerce was concerned. The first was to encourage a high class patronage of the Majestic so as to insure its remaining at Kansas City during the entire summer season, and by so doing assist the management in their commendable enterprise. The second, to do with river improvement and navigation for which the Chamber has always stood and constantly worked with the idea that passenger business as much as freight business establishes navigability of the Missouri River. The fact that this big 250-foot, steel hull boat came up the river without any special channel provisions is satisfactory evidence that the Missouri is not only navigable, but could easily be made available for steady and heavy tonnage with comparatively little improvement.

The only thing that was not up to Captain Wisherd's standard is the lack of proper loading and unloading facilities and he is asking the city authorities for permission to make a slight alteration in the city wharf, that would not in any way impair the use of the wharf for its original purpose of handling freight, but would make it available for all time to come for passenger traffic. In this effort the Chamber of Commerce is joining with Captain Wisherd.

MORE NEW MEMBERS.

The following individuals and firms are responsible for twenty-one new memberships in the Chamber of Commerce, these having been approved by the Board of Directors at its meeting June 27 and having been voted on by the Membership Committee June 18:

Arbuckle Brothers (Firm)
1001 Hickory St.
Bloomer, C. H.
Lion Bonding & Surety Co., 910-11 Grand Avenue Temple.
City Bank of Kansas City—1 add'l.
(W. O. Norman) 1801 Grand Ave.
Ferguson, F. K.
Krauthoff, McClintock & Quant, 1015 Republic Bldg.
Fort Scott Sorghum Syrup Co. (Firm)
500 Victor Bldg.
Goshorn, W. P.
Beck-Goshorn Printing Co., 308 East 8th St.

Galloway, E. S.
Galloway Oil Lease Corp. 405-7 Scarritt Arc.
Home Show Printing House (Firm.)
703-5 McGee St.
Louis, A. I.
Louis Bag Co., 600 Delaware St.
Missouri Inspection Bureau (Firm)
910 Republic Bldg.
Osgood, W. A.
Southern Surety Co., 414 Lathrop Bldg.
Poppen, H. Y., D. D. S.
Dentist, 512 Chambers Bldg.
Union Pacific Tea Co. (Firm)
537 Delaware St.
Wacker, C. W., Mgr.
Pneumatic Tire Sales Co., 1015 E. 15th St.
Winn, E. L., Jr.
E. L. Winn Construction Co., 105-6 Railway Exchange Bldg.
Wolcott, Frank E.
Travelers Insurance Co. of Hartford, Conn., 1201 Waldheim Bldg.

MILLION ICE CREAM CONES A DAY.

With the location of the J. Q. Stephens Cone Company at 2844 Southwest Boulevard, Kansas City, has secured what is claimed will be the best equipped and most economic ice cream cone manufacturing plant in the United States. The company has located here, according to Mr. J. Q. Stephens, on account of the splendid facilities offered in the way of distribution, as it is proposed to distribute from this plant throughout the United States. The company is capitalized at \$150,000, all of which will be paid in.

In the matter of production, it is said that this plant will be second to none. They have installed one large automatic split mold machine, the only one of its kind ever built and which has a capacity of over 100,000 cones a day. Their complete outfit will consist of 10 of these machines which are being built especially for them and which will give a capacity of approximately 1,000,000 cones per day. These will be shipped in carload lots, loaded directly at the plant. Their method of manufacture will be new and unique, the material used not being exposed to the air or touched by human hands from the time the flour goes into the mixer until the finished cone comes from the machine.

Mr. J. Q. Stephens, said to be one of the best posted men on the manufacture and distribution of ice cream cones in the country, is president of the company. In order to have local representation it is intended to select local business men as the remaining officers and directors, with Mr. L. C. Sharp, of Plattsmouth, Neb., the builder of the machine, as one of the directors.

Two Other New Concerns.

The Columbia Ribbon & Carbon Manufacturing Company of New York has established a southwest branch at 342 Ridge Building with Mr. L. B. Owen as manager. They state that they will employ twenty-five salesmen at once to cover the southwest trade territory, and expect by fall to increase this to fifty. They will carry a considerable stock here in Kansas City.

The Pennsylvania Chocolate Company of Pittsburgh, Pa., has located a branch house at 543 Delaware, where a five-year lease has been taken. Mr. J. H. Sargent will be district manager in charge of the plant, which will cover western Missouri, western Arkansas, Oklahoma and Kansas. Their product includes "Zatek" chocolate products, "Zatek" cocoa, "Zatek" milk eating chocolate, coatings, liquors and cocoa. They will employ seven salesmen.

NATIONAL CHAMBER FOR NATIONAL BUDGET.

The special committee of the National Chamber of Commerce on Budget and Efficiency recommends to its organization members support of the Good Bill and also approves the Tinkham Resolution. The Good Bill, although in some respects defective, is considered superior to all others so far introduced. Certain reservations are recommended. At the same time, the Tinkham Resolution was endorsed as an essential feature of sound budget legislation. The National Chamber's action took form by the following resolution which those who concur are asked to support through Congress:

"RESOLVED that the Committee on Budget and Efficiency believing that the Good Bill more than any other bill which it has examined conforms to the recommendation already made, approves the budget features of that bill and recommends their approval by the members of the United States Chamber of Commerce. The Committee feels however, that the bills would be improved by amendments which would provide for the abandonment in the near future of the present form of submitting the estimates known as the Book of Estimates and the substitution thereof of a budget to be prepared by the President in accordance with his own discretion. The Committee expresses no opinion with regard to that part of the Good Bill providing for a Comptroller General deeming that it has no jurisdiction to consider matters not directly connected with budget reform.

"The Committee also approves the Tinkham Resolution calling for revision of the rules of the House of Representatives and urges its extension to the rules of the Senate in order that the budget as presented by the President may receive consideration as a whole in Congress."

The matter of a national budget is locally awaiting the action of the National Affairs Committee. It is a subject that has been advocated by the National Chamber since its organization and was covered by the first referendum conducted by the National Chamber with overwhelming favor.

LIST OF CHEMICALS.

A bulletin telling American chemists the name, quantity and value of every chemical article imported into this country in the fiscal year 1913-14, the last peace year, also what proportion of each article came from the various countries supplying it, has been prepared by the Bureau of Foreign and Domestic Commerce of the Department of Commerce. An obstacle in the way of getting these chemicals manufactured in this country has been the fact that no one knew just how much of a market there was here. To supply this information the present census was compiled.

Traffic and Transportation

NEW BILL-OF-LADING TO CAUSE LOSS.

The Interstate Commerce Commission has issued an order to the effect that when their order becomes effective, requiring the carriers to institute use of the new bill-of-lading form, recently prescribed, the new forms must absolutely be used. It has been hoped by shippers, and in fact urged by the Railroad Administration and The National Industrial Traffic League, that present stocks of bills-of-lading now on hand might be used up by perhaps making rubber stamp endorsement. The Commission has disapproved this suggestion, but has extended the effective date of their order from August 8 to September 8, 1919, on which latter date the new form must be used.

Shippers are asked to communicate with the Department of Traffic advising the amount of bills-of-lading forms they will have on hand unused on September 8, and the amount of loss entailed if they cannot make use of these forms. Plans will then be considered for making further protest to the Commission.

DIFFERENTIAL OCEAN-RAIL RATES.

Freight rate authority has been issued, authorizing the establishment on one days notice, of westbound ocean and rail rates on differential bases. The class rates will be the following differentials under the standard all-rail basis, to the Missouri River:

From									
Boston-New York.	1	2	3	4	5	6			
Baltimore.	8	6	5	4	4	3			
Philadelphia.	6	4	3	3	3	2			

Lake-rail rates were established sometime since on the differential basis, and inquires have come to the Department from shippers relative to ocean-rail rates. As soon as the effective dates are learned, shippers will be advised through the Kansas Citian.

RATES AUTHORIZED.

F. R. A. 9661. Authorizes following corrections in Trans-Continental Import Tariff 30-C: Add Copra Cake and Copra Meal to item 95, correct description "Soya Bean Oil Stock Residium" to read "Oil Residium" item 245, amend item 340 permitting transit privileges as published in individual lines issued.

F. R. A. 9670. Authorizes E. B. Boyd to amend item 3360 of W. F. T. B. Circular 17 and items 330 and 335 W. F. T. B. tariff 120 by adding thereto "Internal Combustion Engines," thereby permitting the same stopping in transit privileges as on agricultural implements.

F. R. A. 9672. Authorizes cancellation of all commodity rates on Live Stock less than carloads between all points in Western territory.

F. R. A. 9578. Publish rates in wheat from Twin Cities to New Orleans and Mobile, miles in transit at Hastings, Red Wing, Lake City, Wabasha, Winona, Minn., and LaCrosse, Wis., on basis of flour rates.

STREET RAILWAY COMPANY CLASSIFICATION.

The Kansas City Railways Company has been

granted authority by the Interstate Commerce Commission (15th section order 1495) to adopt the Western Classification.

MATTERS BEFORE FREIGHT TRAFFIC COMMITTEES.

Kansas City Committee.

Docket 761—Proposed to establish on furniture carloads from Wichita, Kans., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kans., rate 50c per 100 lbs. in lieu of present rate, 62½c. (July 16.)

Docket 769—Proposed to establish rate of 12½c per 100 lbs. on paper tablets, carloads, from St. Joseph to Kansas City, Mo., in lieu of present rate, 15c per 100 lbs. (July 16.)

Docket 778, Emergency—Proposed to establish switching rates on ice from Interstate Ice & Cold Storage Company's track, Kansas City, Mo., to industries on the K. C. S. and K. C. Terminal railroads, destination lines to accept their reciprocal switching, which is now applicable only on traffic originating on connecting lines beyond switching district. To industries on the K. C. Terminal this contemplates the application of per car rates of from \$5 to \$6.25 per car from Kansas City Terminal connection with the M. P. in lieu of present rates from 1½c to 2½c per 100 lbs.

Docket 760. Readjustment of Oklahoma Grain Rates. To cancel proportional rates from Missouri River points and St. Louis, to Oklahoma, and revise specific grain rates. Revision of rates between Oklahoma, and points in Kansas and Missouri River. (July 11.)

Docket 659-A. Proposed to establish on sewer sedge blocks CL, from Kansas City and other producing points, to points on the A. T. & S. F., in New Mexico, the present commodity rates applicable on brick CL. (July 9.)

Chicago Western Committee.

Docket 341. Cancellation or arrangements in effect permitting storage in transit of fresh meat and packing house products. (July 15.)

Docket 346. Paper bags and wrapping paper (other than piled, waxed, paraffined, rosia glazed, vegetable parchment, glassine or grease proof), straight or mixed carloads, from Chicago, Peoria, St. Louis, etc., to Topeka, reductions of 3.5c; making rates same as on wrapping paper. (July 15.)

Docket 347. Canned pumpkin, Carload, or mixed with canned corn; Atlantic, Ia., to Missouri River points; present rate 27.5c, proposed 21.5c. (July 15.)

St. Paul Committee.

Docket 70. To establish transit on grain, at Omaha, from Twin Cities, destined Nebraska City and Lower Missouri River points. (July 16.)

Dallas Committee.

Docket 967. Readjustment rates on sugar, rice and molasses, Texas points to Nebraska. To apply Lincoln rates to all points, including Omaha; or Omaha rates. (July 13.)

Live Stock Train Schedules.

The Department is endeavoring to secure re-establishment of pre-war live stock train service, Kansas City to Eastern markets, to take care of the large Eastern order-business previously enjoyed.

INDUSTRIAL OPPORTUNITIES.

Lacaud E. Hijo, bankers with headquarters in Mexico City, Mexico, are desirous of communicating with local concerns considering business connections in Mexico or, who are in need of a Mexican banking connection. They advise that they have branch offices in Vera Cruz, Tampico, Monterey and Torreon. They also have a branch at San Antonio for the handling of business on the border.

Through Mr. H. Visscher, Consul of the Netherlands, comes a request from Bernard de Booy's Scheepvaart & Handel-Maatschappij asking for addresses of concerns which would be willing to be represented in Holland and covering the following articles: tobacco, cocoa beans, coffee, tea, honey, honey wax, rum, wines, chemicals, iron and steel, fibre, oak bark, oils, paper, etc.

This same concern exports the following: dried and fresh fruits, condensed milk, biscuits, cocoa, chocolate, jams and marmalades, soap, bulbs, alcohol, liquors, beers, cigars, cigarettes, saccharine, chemicals, electric lamps, bottles, window glass, capsules for bottles.

Local concerns interested are asked to communicate direct with Mr. Visscher.

Schuh Brothers Distributing Company, 604 York Street, Newport, Ky., desire to make connections with local firms handling automobile or household specialties, to place their product on the market here.

FOREIGN TRADE INFORMATION.

According to Mr. W. W. Kneessi, representing the Commercial Service Department of the First National Bank of Boston, who was a visitor at the Chamber of Commerce last week, the bank which he represents through its subsidiary companies is in a position to be of valuable assistance to local manufacturers interested in developing an export business.

Mr. Kneessi advised that they will furnish without charge, complete information on any subject regarding foreign trade, such as markets, shipping, finance, credits, etc.; that if a manufacturer finds himself with an over-supply of a certain article which he desires to dispose of outside of the country, he can write the First National Bank and they will, through one of their subsidiary companies, find a buyer and actually sell the goods and pay for it in cash.

Manufacturers desiring credit information on any foreign customer can secure it by simply wiring or writing the bank, and if they do not have it they will cable for it, charging only the actual cost of the cable.

FOREIGN TRADE OPPORTUNITIES.

The following foreign trade opportunities are announced by the Bureau of Foreign and Domestic Commerce, Washington. Reserved addresses may be obtained from the Bureau or its district offices by reference to the number.

29612. Cheap laundry soap in quantity of 800 cases is desired by a man in Mexico. Quotations should be given c. i. f. Mexican border. Terms, cash, or 30 days preferred. Invoice should show the gross and legal weight of each 10 boxes for customs broker's information. References.

29617. The purchase and agency for electrical machinery, motors, copper wire and cable; vehicles, office supplies and appurtenances; miscellaneous paper products; engineering and building equipment, doors, sashes, blinds, etc.; house furniture and decorations; bank, office, and store fittings; rubber, rubber goods, and wall paper are required by a firm in Norway. Terms, cash against documents. Reference.

29583. A firm in Brazil desires to purchase on own account hardware, agricultural implements and machinery, automobiles, trucks and supplies, iron and steel products, cement, paint colors, and cotton textiles. Quotations should be given f. o. b. New York. Payment, cash against documents or 90 days, according to terms offered. Correspondence should be in Portuguese, Spanish or French. References.

29584. Chemicals, fertilizers, etc., are required by a firm in Italy. An agency will also be considered. Correspondence may be in English.

29566. An agency is desired by a business man in France for the sale of food products. Correspondence may be in English.

29569. Quotations on 500,000 bags of flour, 50,000 bags of coffee, 50,000 bags of rice, different grades of sugar, machinery, lubricating oil, turpentine, and all sorts of ship stores, are required by a firm in Turkey.

29571. A firm in Italy desires to secure an agency or to purchase optical equipments, photographic plates, films, accessories, etc. Correspondence may be in English. References.

29572. The representation for the sale of advertising novelties of all kinds, such as almanacs, mirrors, card cases, cigarette cases, key rings, memorandum books, and purses, is desired by a firm in Spain. Correspondence should be in Spanish. Samples, with price lists, are desired. Reference.

EUROPEAN COMMISSION COMING.

Advance notice has been received that a joint commission from France, England, Belgium and Italy is likely to visit the United States about October 1. This commission is expected to be made up of business men from chambers of commerce on the other side who will come to tour the United States.

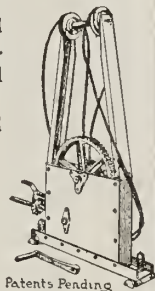
Kansas City has assurance from the National Chamber, under whose auspices the tour may be conducted, that Kansas City will be given consideration in the makeup of the itinerary.

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Luncheons Suspended

During the months of July and August, regular Wednesday noon luncheons will be suspended. This on account of the warm weather, with the thought that the average member will appreciate relief during this period, and will respond more enthusiastically at the resumption of luncheons at the beginning of September.

The Board of Directors so decided at their meeting, June 27, and included luncheons of the Young Men's Department. However, it is realized that on account of the summer activities it probably will be necessary to continue Y. M. D. luncheons throughout the season in order to properly carry on the work with which the Young Men's Department is charged.

The Board in taking the action it did, did so with the knowledge that up to date the luncheons have been splendidly attended, but acted on the theory that the time to suspend is while things are going good, and then they will be resumed in the Fall with better spirit.

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THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 27

KANSAS CITY, TUESDAY, JULY 15, 1919

Now For Good Roads

Improvement of Mail Service

Agriculture and Civic Bodies

Who Owns the Railroads?

What Will Kansas Do With
Wheat Crop Money?

WHEN YOU LEAVE TOWN

for your summer vacation
carry with you a supply of
"Kansas City Statistics."

Get them from the Industrial Department.

Special Y. M. D. Luncheon
Wednesday, July 16

(See back cover)

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

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FRANK WITHERSPOON, Jr.

COMMEND STAR'S STATISTICS.

The "Do You Know" articles appearing in the Kansas City Star during the last month were highly commended by the Board of Directors at its meeting June 27. The Board in directing a letter to Mr. Ralph E. Stout, Managing Editor, complimented him on the splendid plan for making the people of Kansas City better informed on the vital affairs of their own city. The Directors consider the statistics valuable not only in educating Kansas Citians, but because of their giving Kansas City the very best out of town advertising possible.

WHAT WILL KANSAS DO WITH WHEAT CROP MONEY?

What Kansas may do with the proceeds of its wheat crop has been figured out by some man of statistical inclinations. Here are a few things in which he thinks this year's income from wheat, poultry, cattle, sheep, oats, alfalfa and other crops will be invested. This is on the basis that Kansas will pay off any debts and buy groceries and clothing and pay for the children's schooling and still have \$400,000,000 surplus of wheat money to blow in:

30,000 new homes.
50,000 motor cars.
20,000 motor trucks.
30,000 tractors.
40,000 cream separators.
10,000 individual electric light plants.
30,000 victrolas and phonographs.
30,000 pianos and players.
25,000 refrigerators.
50,000 silos.
40,000 kitchen cabinets.
35,000 sets of furs.
\$10,000,000 worth of jewelry.
\$50,000,000 worth of farm machinery.
10,000 power washing machines.
1,000 watches.
10,000 cameras.
20,000 oil stoves.
10,000 milking machines.
50,000 furnaces.
10,000 typewriters.
20,000 bath tubs.
\$25,000,000 worth of blooded live stock.

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Mail Facilities

ADVICE has come from the National Chamber of Commerce that a relation has been established between that organization and the United States Post Office Department whereby there will be put into effect forthwith the closest possible cooperation towards the extension and improvement of mail facilities and the elimination of delays. A joint plan of action has been determined upon which, if carried out to the full, cannot fail to lead to an improved postal service.

According to statistics the fifty largest mail centers of the country handle 50 per cent of the mail service and these fifty cities have been called upon to take action through their chambers of commerce. Naturally, Kansas City is in this list.

The plan of operation involves the establishing of committees in Washington by the Post Office Department and the National Chamber to work in cooperation with each other. Every Chamber in the large mail centers is asked to at once establish a committee on postal facilities. Fortunately, this is something that the Kansas City Chamber already has. This committee is to study existing conditions and confer with the local postmaster who is under instructions from the Post Office Department to cooperate with such committee.

Provision is made for tying in with the postmaster and the local Chamber of Commerce committee, the superintendent of the Railway Mail Service. The plan calls for not only immediate action but early reports. The Post Office Department has instructed the postmaster here to report within two weeks whether or not he has been approached by the Committee on Postal Efficiency of the Chamber. On the other hand he is requested to work in conjunction and cooperate with the

Whose Railroads?

RAILROAD shareholders have been tabulated to an extent by the Interstate Commerce Commission. The tabulation leaves many questions unanswered for people of an inquiring turn of mind, but discloses some interesting information.

Taking the larger companies, which number 109, the Commission found that they had a total of 627,000 shareholders, and that 1.3% of this number held a little more than half the shares. These are the twenty largest holders of stock in each company, whether the holder is an individual or a corporation. Of the remaining 619,000 shareholders, each has an average of 75 shares.

In the individual large companies the twenty largest holders count least in that Pennsylvania, where they have about 9% of the stock, the remainder being in the possession of 100,000 shareholders. In this respect, the Santa Fe stands second, with the twenty largest holders controlling 14%, whereas 44,000 divide the balance of the stock.

Chamber's committee and to afford that committee every available facility in the way of information and data necessary to a proper understanding of the postal situation in order that correct conclusions may be reached and practical recommendations submitted.

When the conclusions and recommendations of the postmaster and local committee are in agreement the report shall be submitted in duplicate, one copy for the National Chamber and one to the First Assistant Postmaster General. The Kansas City Committee on Postal Efficiency consists of Leslie J. Lyons, Chairman; E. S. Truitt, Del Keiser, T. Y. Willock, W. Clay Woods, Alfred Toll, J. E. Hutt, Andrew Young, Sam G. Warner.

TELEPHONE MERGER NOW ACCOMPLISHED.

The daily press last week announced the final consummation of the telephone merger. This is a piece of work that the Chamber feels particularly proud of, because this great deal was brought about largely through the efforts of a special Telephone Committee, consisting of:

W. T. Grant, Chairman;
George S. Hovey,
Herbert Woolf,
W. C. Goffe,
A. W. Peet.

On February 4 this committee with the directors of the Chamber, representatives of the two telephone companies, City Counsellor, one of his assistants, President of the Upper House, and Speaker of the Lower House, met in a joint session lasting for some hours, at which time the entire proposition was thoroughly discussed. On every day for a week thereafter the committee met and took up various phases of the proposed merger.

The committee recommended to the Board of Directors that the merger ordinance as a whole be endorsed with four important changes as to rates, valuation, franchises, and service. This the Board of Directors approved.

After the Board action, the Chairman and several members of the committee worked incessantly at the public hearings before the committees of the Common Council, and in the City Counsellor's office, and finally succeeded in having the recommendations as endorsed by the Board incorporated in the ordinance as passed by the City Council.

The fact that the Utilities Commission of the State, the Postmaster General at Washington, and the stockholders of both the Southwestern Bell Telephone and Home Telephone companies have all approved the merger, and have accepted the ordinance, is the best evidence of the big public service rendered by this committee of the Civic Department.

INDUSTRIAL OPPORTUNITY.

The American Importing Company of San Francisco, Calif., importers of European and Oriental manufactured merchandise, including baskets and basket-ware, toys, manufacturers of silk and cotton, grass rugs, etc., selling from sample and delivering direct from their Oriental connections to the buyer, desires to correspond with responsible broker having an established acquaintance with the buying trade in Kansas City.

RETURN LOADS BUREAU ABANDONED.

The Markets, Transportation and Good Roads Committee has concluded that it is not justified in recommending to the Chamber the establishment of a Return Loads Bureau, as such a project would require the entire time of one man to head the work, spending a day or two in each small town and rural community in consultation with local truck owners, County Agents, Farm Bureaus, bankers and shippers in order to "sell the community" on the Return Loads Bureau idea.

The committee started out several months ago to determine whether or not it was feasible for the Chamber to establish a Return Loads Bureau. In making such a survey the committee acted as pioneers, as nothing of the kind had ever been attempted in this territory. The industries of Kansas City which in the minds of the committee, would naturally be interested in such a Bureau were invited to send their traffic managers to a meeting at which the matter was thoroughly discussed. It developed at this meeting that the traffic men are not interested in the proposition and with but two exceptions stated that their firms would not avail themselves of the services offered by a Return Loads Bureau.

At the same time the committee desired to learn the attitude of truck operators, it being the intention of the committee to secure the data from all truck owners within a radius of fifty miles. Lists of truck owners were secured and questionnaires sent to 4,000 truck owners in Wyandotte and Jackson Counties to begin with. Of this number only 107 were returned, 52 of which expressed an interest and 55 no interest in the proposed Bureau.

The Board considered the Return Loads Bureau idea as an inseparable part of the motor service program as announced by the Good Roads Association of Greater Kansas City, and in discontinuance by the Chamber of any further investigation, the Board desired that the return loads project be referred to the Good Roads Association for whatever action it might see fit to take.

SEND TO
SQUIRE ELECTRICAL CO.
FOR
Electrical Repairs for
Everything Electrical

Americanizing the Foreigner

THE Victory Fourth of July Americanization celebration held at Swope Park under the auspices of the Americanization Committee of the Chamber of Commerce and civic organizations which cooperated was the largest celebration of its kind ever witnessed in Kansas City. There were more than 2,000 foreign born—many being naturalized citizens—present, and by their applause and demonstrations clearly showed that they were proud to participate in the celebration of Independence Day.

The celebration was opened by all present standing and singing the "Star Spangled Banner." Rev. William S. Abernathy gave the invocation. Mr. R. R. Brewster delivered the address of welcome and much applause greeted his remarks throughout as evidence that he had deeply touched the hearts of the foreign-born American citizens by his appeal to their absolute loyalty to the country of their adoption.

Mr. Brewster said in part:

"Whatever your birth-place, if you are loyal and true you owe no allegiance to any other flag than the Stars and Stripes. You should remember the motherland, but loyalty to the United States should dominate. Her interests should be first."

"You came to America for more than money. You wanted liberty and happiness; freedom to live and work as you would? You found these and more.

"Humanity is not a commodity to be governed by the rule of supply and demand. Labor must not be oppressed; the working man must receive a fair wage, but violence will be of no avail to him. The man who sends a bomb through the mails or lays one at the door of a public official betrays not only humanity, he betrays whom he represents—the American working man. The capitalist must do his part; he must so conduct his business that he pays the largest consistent wage to the worker.

"That is democracy and fraternity, and the lesson of the great War."

Mr. J. Leo Ryan made a short address.

(Continued on Page 503.)

Mail Your Good Roads Check Now

BE a road booster and volunteer your membership to the Greater Kansas City Good Roads Association. Nearly 100 business men are leaving their offices and devoting their time and efforts to secure members to the Good Roads Association in order that Kansas City may not fail in this great undertaking. Why should a few men bear all the burden? Why not every friend of this good roads movement do a little volunteer work? Send your check at once to the Good Roads Association, care Chamber of Commerce. Lighten the burden of your fellow citizens by saving them the time and trouble of calling on you. Mail your check today. It will be appreciated. It is needed. You can't afford not to do this.

Fill out the blank below, detach and enclose your check with it as directed.

(Detach on this line.)

NOW FOR GOOD ROADS APPLICATION FOR MEMBERSHIP

Good Roads Association of Greater Kansas City

1020 OAK STREET

Life Membership \$100. Active Membership \$10.

19.....

Desiring to assist and co-operate with the above association in promoting the construction of good roads radiating from Greater Kansas City, I hereby make application for membership and agree to pay the dues as per schedule below, for current year ending June 1, 1920.



Name

Number of Memberships..... Class of Memberships.....

Business..... Wholesale or Retail.....

Address

City

Check Covering Dues For 1 Year (Or More) Is Attached Hereto.

July Goodfellowship Trip

July 18-19, 1919.

ARE YOU READY?

Ticket order limited to 125. Get yours early. You may lose out

DO IT NOW

Lots of entertainment provided at the several stops.
And it will cost only \$13.00.

Dinner, Speaking, Dancing, Breakfast at



Emporia Country Club

This trip is one of the best yet undertaken. ¶ Visit Paola, Ottawa, Emporia, Osage City, Baldwin, Olathe and 12 other good towns in Kansas. ¶ You only need to lose one day from your business. ¶ Goodfellowship going and coming.

ORDER NOW!

Mail or hand your order to:

CHAMBER OF COMMERCE, either phone, Main 119.

GUS SCHMIERER, Federman Drug Co., Home Main 1930.

LOU E. HOLLAND, Holland Engraving Co., Bell Grand 4545.

PROCTOR M. MASTERS, New England Bank, Main 1005.

GEO. DeRUE MEIKLEJOHN JONES, Main 1188.

W. EDWIN SMITH, Auto Motive Supply Co., Bell Grand 1878.

ARTHUR C. McCURM, Phoenix Box & Label Co., Bell Main 2982.

ROYAL FILLMORE, Unity School of Christianity, Bell Main 3780.

GEO. F. McKENNEY, Bishop Press, Home Main 2797.

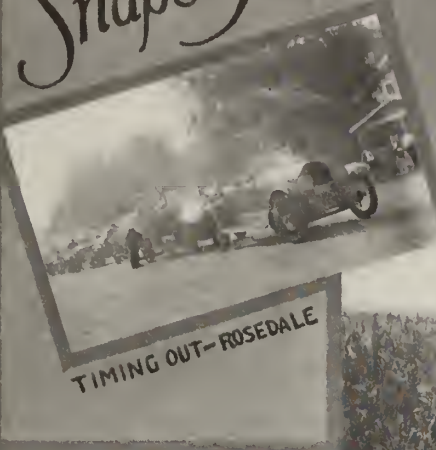
E. J. POWELL, Marwick, Mitchell & Peat, Bell Main 6201.

HARRY F. NAVRAN, Midwest Envelope Co., Home Main 2330.

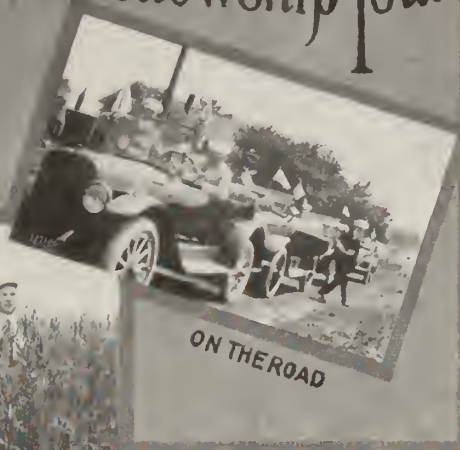
or phone and your order will be called for.

William Allen White, noted writer and public speaker will deliver his first public address on the Peace Conference which he attended. This will be Mr. White's first word to the world on his views of the peace meeting. You cannot afford to miss it.

Snaps of June Good Fellowship Tour



TIMING OUT—ROSEDALE



ON THE ROAD



KANSAS
WHEAT
FIELD



BRIDGE AT LAWRENCE



LOADING AT DESOTO

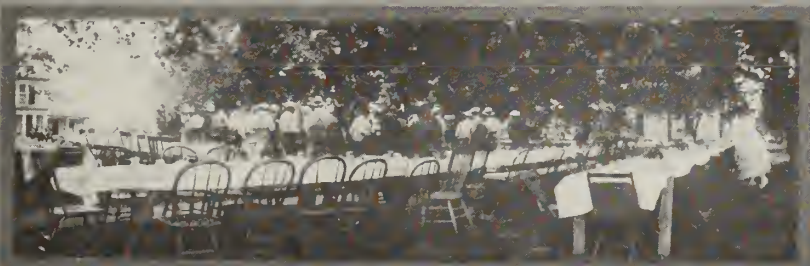


LUNCHEON—VALLEY FALLS

LINING UP
STATION
PLAZA

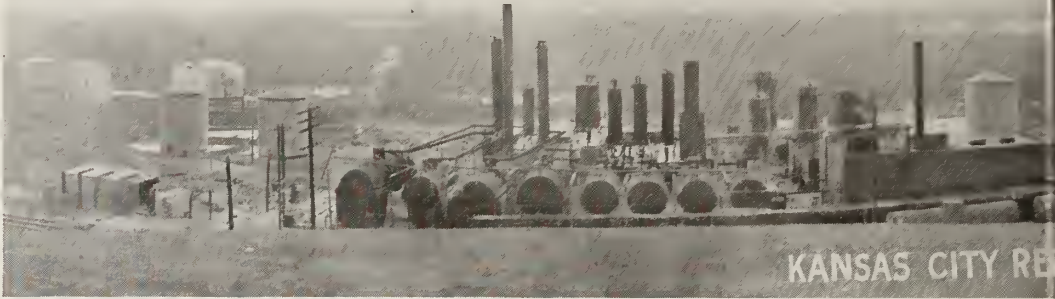


READY TO GO



SOME LAYOUT AND HOSTESSES — VALLEY FALLS

Visiting Kansas



THE above cut shows the plant of The Kansas City Refining Company at First and Troup avenue. The plant is said to cover some 32 acres and to have a capacity of 6,000 barrels of crude oil per day, employing over 100 men.

It manufactures Skylark Gasoline, handling also lighting oils, naptha and fuel oil. The company is said to operate some two hundred tank cars in the distribution of their product, the territory covered being Nebraska, Iowa, Minnesota and

THE NAME— CHAMBER OF COMMERCE.

Chamber of Commerce is the standard name for a commercial organization, according to a report just issued by the Chamber of Commerce of the United States. The following is their finding on this subject, which is more important than the average citizen might think. This for the reason that even in Kansas City a stranger coming to town invariably inquires for the CHAMBER OF COMMERCE. An organization by any other name operates under a handicap not only at home, but more especially abroad.

Here is the statement issued by the Organization Service Bureau of the National Chamber on the subject:

During the past four years a considerable number of commercial organizations have changed their names to Chamber of Commerce. The reason for this is evident. The title Chamber of Commerce has a quite definite meaning, especially in foreign countries, and, as we are going very greatly to extend our foreign trade, it seems well for commercial organizations to assume a title that is accepted as standard abroad.

In Europe, and more particularly, perhaps, in Japan and China, Chamber of Commerce is a title that commands respect and has a definite meaning. Correspondence written on letter heads bearing some other title does not command the attention that it would if the title on the letter head were Chamber of Commerce. This has been one of the reasons that has led to the change. Another reason is that where so many different titles are used by commercial organizations there is bound to be confusion as to the exact function of an organization bear-

ing some title other than Chamber of Commerce. While there are a few Chambers of Commerce that are not commercial organizations in the strict sense, the number of such is very small. More than ninety-five per cent of Chambers of Commerce in the United States are commercial organizations.

We have just made a study of the titles used by 641 commercial organizations that are devoted to community work and find that 406 of these are under the name of Chamber of Commerce. Commercial Clubs come second, there being 90 of these, and there are 58 Boards of Trade. Fourth in the list are Boards of Commerce, of which there are 24. There are 17 Associations of Commerce, 12 Commercial Associations, 10 Business Men's Associations, 4 Civic and Commerce Associations, 3 Business Men's Clubs, 3 Commerce Clubs, 2 each of Merchants and Manufacturers Associations, Merchant's Associations and Civic Clubs, and one each with such titles as Business Men's League, Bureau of Business Affairs, Association of Public and Business Affairs, Commercial Exchange, Industrial Club, Community Association, Community Club, and Community League.

Here are twenty different titles used by organizations doing exactly the same kind of work in their various communities. While this may be fairly well understood at home, it is not understood abroad, and when request is made for a list of Chambers of Commerce in the United States, the recipient may be confused by finding that in addition to Chambers of Commerce he has been sent a list of 19 other organizations.

A questionnaire sent out in 1915 showed that only 40 per cent of the organizations answering called themselves Chambers of Commerce. Four years later a survey shows 63 per cent answering to that title. This indicates a marked tendency toward the adoption of a uniform title that will be understood in foreign countries as well as at home.

s Industries.



In Kansas City their product is distributed through their trucks and filling stations, and they are said to supply a large number of the schools, churches, residences and business houses with fuel oil. It is an all Kansas City Company with a capital of \$750,000.

The officers are: H. W. Jones, President; A. R. Jones, Vice President; E. W. Goebel, Secretary-Treasurer, and E. L. Martin, Sales Manager.

AMERICANIZING THE FOREIGNER.

(Continued from Page 499.)

Mr. I. N. Watson, Chairman of the Americanization Committee of the Chamber of Commerce, presided and was assisted by Messrs. Howard McCutcheon, Julius Davidson, Porter Graves, John M. Shook and George Leader of the committee, and Miss Elizabeth Gentry, Chairman of the Americanization Committee of the Women's Division of the Council of Defense; Mrs. Henry Cohen, of the Jewish Educational Institute; Mr. Burton Twitchell of the War Camp Community Service; Mr. E. H. Wright, Jr., Boy Scout Executive, and C. E. Walker, Assistant Industrial Commissioner.

The 140th Infantry Band gave a concert while the pavilion was being put in readiness for supper which was served to 500 naturalized citizens, arrangements for which were made by Miss Gentry. A pageant given by the foreign born citizens closed the celebration.

FIDELITY OIL COMPANY

1428 McGee St. Kansas City, Mo.
Home Phone Main 1155.

Quality and Service our Motto. The home of genuine Pennsylvania Oil. Oils for all makes of cars.

Call us and leave the rest to us and watch the results.

Go on your vacation with a clear conscience by remitting C. of C. dues before you go.

Western Newspaper Union

Advertising—Stereotypers

Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field

ADVERTISING RATES

on application.

304 W 10th St.

Both Phones Main 193

Bell Main 681

Home Main 9130

EDW. W. SIMON CO.

Direct Distributors
"PANAMA"

CARBON PAPERS—INKED RIBBONS
1035 Wyandotte St.

Skylark Gasoline

Made in Kansas City

Special Y. M. D. Luncheon Wednesday, July 16.

SURPLUS GOVERNMENT SUPPLIES.

For the information of members who may be interested in the sale of surplus Government supplies, there is given herewith a list of offices handling the various commodities together with the name of the agent in charge of that office.

Office of Director of Sales.

War Department, Washington, D. C.

C. W. Hare, Director of Sales, Room 2042.

Contractors & Railway Equipment and Building Material Section.

Mr. W. P. Gleason, Chief, Room 2512.

All building materials when sold as such. Refrigeration, heating and power plant equipment, Railway rolling stock and equipment, track materials, steam shovels, cranes, general contractors' equipment, dredges, ditchers, concrete mixers, industrial logging equipment, sawmills, railways.

Plant Facilities Section.

Mr. W. G. Sloan, Chief, Room 2511.

Manufacturing plants completed or uncompleted. Warehouses, wharfage, utilities connected with the above.

Machine Tools Section.

Mr. Chas. E. Hildreth, Chief, Room 2047.

Metal and woodworking tools. Hand tools, forging equipment, iron and structural workers power tools and machinery.

**Motor Vehicles, Vehicles & Aircraft Section
Room 2513.****Sub-Sections:****Motor Vehicles, Vehicles and Equipment.**

Lt. I. B. Van Devanter, Room 2513.

Aircraft.

Capt. J. W. Dissette, Room 2513.

Quartermaster Stores Section.

Maj. C. E. Squier, Jr., Ord. Chief, Room 2514.

Sub-Sections:**Administrative.**

S. I. Ballard, Prin. Clerk. Room 2514.

Clothing and Equipage, General Supplies, Subsistence and Remount, Medical and Hospital Supplies, Office Equipment and Miscellaneous.

Ordnance and Ordnance Stores Section.

Maj. P. H. Senior, Ord., Chief, Room 2510.

Tractors, Tanks and Trailers, Tools, etc.

Chemical and Trench Warfare Material, Capt. P. H. Senior.

Artillery, Small Arms, Machine Guns, Manufactured Ammunition for same and Metal Components, Target Material, Aircraft Armament.

Mr. O. W. Stiles, Room 2510.

Raw Materials and Scrap Section.

Maj. A. L. Mercer, Ord. Chief., Room 2507.

Executive Assistant: Capt. Wm. Wilson, Jr. Room 2507.

STAFF PICNIC BIG SUCCESS.

July 9, 1919, will be remembered as a big day in Chamber of Commerce history for the reason that the first annual outing of the Staff was enjoyed on that date. Lake of the Woods was the picnic ground, to which a special car carried the working crew of the organization and their families at 8:30 o'clock in the morning. It happened to be a hot day and regardless of the plans, totting the supplies from the car to the picnic grounds put everyone in a mental condition for a plunge in the lake, where a substantial part of the forenoon was spent in all kinds of water sports.

No one had to be coaxed to partake of the noon spread, under the personal supervision of Mr. H. H. Mathonet, who is a past master at handling an affair of that kind.

A ball game in the afternoon, everyone participating, was an outstanding feature with a score of 11 to 0 in favor of Mrs. Golden's team, the one captained by Mr. Mentel being the loser. It was promised that nothing would be said of the number of innings played. More games, another swim, and dinner, with an hour spent on the dance pavilion, then home.

The only really serious moment of the day was when Mr. Mathonet and General Secretary Guild spoke briefly after dinner on what President B. A. Parsons and the Board of Directors had in mind when they not only authorized, but directed that such a day be spent in order that the organization might be more closely knit together for the peculiar work that falls on Chamber of Commerce employees.

APPROVE NATIONAL SOLDIER SETTLEMENT ACT.

Following a recommendation of the Legislative Committee, the Board of Directors have approved House Bill No. 487 now before Congress and known as the National Soldiers' Settlement Act. This is a bill to provide employment and rural homes for those who have served with the military and naval forces, through reclamation of land, by giving them an opportunity to secure a tract of land for themselves. It has been endorsed by 37 of the 48 State Legislatures, and it is believed stands a good chance of being passed.

Acids, Chemicals and Explosives.

Capt. M. J. Connolly, Room 2509.

Ferrous Metals.

Capt. W. Williams, Room 2509.

Non-ferrous Metals.

Capt. G. W. Franzheim, Room 2509.

Chamber's Agricultural Work

UNDER the heading of "Agriculture and Civic Bodies" in the June issue of The Agricultural Review, the official bulletin of the International Farm Congress, appears the following interesting article on the activities of the Chamber of Commerce of Kansas City along agricultural lines. The article is by Mr. O. K. Quivey, Agricultural Commissioner of the Chamber, who according to the Editor's note in The Review, came to the Kansas City Chamber of Commerce about a year ago from the Baltimore & Ohio Railroad, and is one of the few men in commercial organization work who really understands agricultural conditions and requirements, whose work is logical, timely and effective. According to the Editor's note, the co-operation offered by a commercial organization such as the Kansas City Chamber of Commerce, through its Agricultural Department, is of distinct value to farmers and stockmen.

Agriculture and Civic Bodies

Chambers of Commerce, like railroad systems, have awakened to the importance of stimulating the agricultural industry in the territory served. "Stimulating" does not mean necessarily working for an increased maximum production, for such a program has its pitfalls. Many "friends of agriculture" constantly harangue with the cry "grow more this" and "grow more that," when their efforts would be far better directed if they were concerned in improving the method and opportunity for marketing "this and that" product of the farm.

The Agricultural Department of the Chamber of Commerce of Kansas City, Missouri, at its inception recognized that the state colleges of agriculture were the properly ordained agencies for stimulating production on a sane basis, and the agricultural department aims not to duplicate in any manner the efforts of those splendid institutions. The agricultural colleges are assured at all times of the department's hearty co-operation, and agricultural colleges of Kansas and Missouri have been quick to acknowledge the assistance rendered them by the Chamber's co-operation and assistance.

The Chamber of Commerce of Kansas City is most fortunate in having on its board of directors, Dr. H. J. Waters, vice-president in charge of the agricultural department. Doctor Waters, one of the outstanding agricultural leaders of this country, formerly president of the Kansas State Agricultural College and a member of the board of governors of the International Farm Congress, is the editor of the Kansas City Weekly Star, which paper, under the directorship of Doctor Waters, has become a veritable bible to the farmers of the southwest.

The department has an agricultural advisory council composed of the chairman

of the committees on markets, transportation and good roads; education and publicity; farm finance; grain and livestock; industries other than grain and livestock; and farm labor.

These committees are selected with great care. The committee personnel is governed by the selection of those members known to be particularly interested in the work of the committee for which they have been chosen.

Just one year has passed since the Chamber of Commerce of Kansas City inaugurated the agricultural department. Now what of its achievements? Space permits of only a brief review of a few of the things accomplished by that department.

Enrollment of Farm Labor.

Last year Kansas was in great need of harvest hands to save its wheat crop, which had to be harvested in a period of fifteen days or otherwise be lost. With the slogan, "The Wheat Won't Wait," the department enrolled in Kansas City alone over 10,000 harvest hands, and sent them into the Kansas wheat fields during the harvest season. The United States Department of Agriculture, at Washington, has pointed to the achievement many times since, and as this article is being written, the department is ready to begin a campaign to enroll 12,000 laborers in Kansas City to be sent into the Kansas wheat fields again this year during the harvest season.

Some may wonder why Kansas City does not let the Kansas farmer get his labor where best he can, but Kansas City realizes the fact that it requires five hands to harvest the wheat that one farmer is able to plant. Kansas City is also willing to lend this labor for a fifteen-day period out of the 365 days of the year, realizing as it does, that if the

(Continued on Page 506.)

NATIONAL CLOAK & SUIT COMPANY.

Not only has the National Cloak & Suit Company completed its arrangements for its new two million dollar factory in Kansas City, but it is already planning its organization. This is evidenced by the advertisement carried in the public press during the past week in which the company announced its desire to secure applications from Kansas City people for the heads of its various departments. According to the advertisement, the plant will be ready to open about January 15 next, and those who are successful in being chosen as department heads will start preliminary training about October 1. Interviews may be arranged in Kansas City between August 1 and 15.

AGRICULTURE AND CIVIC BODIES.

(Continued from Page 505.)

wheat is not saved during that fifteen-day period, the efforts of the Kansas farmer during the entire year are of no avail. The \$475,000,000 wheat crop, if saved, will come into city banks and be exchanged for the wares and merchandise of the city, but lost to the city if the crop is not harvested.

Good Roads.

Purely through the efforts of the markets, transportation and good roads committee, there has been organized what is known as the Good Roads Association of Greater Kansas City, the association being given both the moral and financial support of the Chamber of Commerce. The good roads association will be responsible for Kansas City's participation in the financial and moral support of all the national highways entering Greater Kansas City. A campaign of membership is planned to be put on in much the same way as the Red Cross drives. It is expected that the association will thus be provided with approximately \$100,000 annually, of which the directors practically have the guaranty. Memberships will be sold in great numbers to individual citizens and to automobile owners as they are the persons most concerned in the development of good roads.

Missouri Agricultural Exhibit.

Upon the occasion of the thirteenth international farm congress and soil products exposition, which the department brought to Kansas City last year, agricultural exhibits were made by fifteen or eighteen states and by a number of Canadian provinces. Many of these exhibits were very elaborate, the one from Manitoba, Canada, costing that province several thousands of dollars to assemble, transport and exhibit during the ten days of the exposition. It was discovered that Missouri would not be represented with an exhibit of her agricultural products at this exposition, there being no organization within the state financially able to take the responsibility, and in order that Missouri might not be left out, the agricultural department of the Chamber of Commerce of Kansas City, Missouri, undertook to make the exhibit. Farm products were secured from the four corners of the state and part of the very creditable exhibit made at the exposition has been

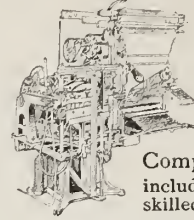
ELECTRIC FANS

WE SELL NEW ONES
WE BUY OLD ONES
WE EXCHANGE THEM
WE REPAIR THEM

R. W. HODGE ELECTRIC CO.,

Both Phones 113 M 806 Delaware St.

Printing that Delivers the Message



Ideas, Dummies,
Layouts for Booklets,
Catalogs, Mailing Matter,
House Organs, etc.

Completely equipped plant,
including Lino. Organization of
skilled craftsmen at your service.

PREPARE NOW FOR THE FALL RUSH

The LOWELL Press

LIVE WIRES SO. 4096

3017 Main Street

Kansas City, Missouri

permanently installed at the Chamber of Commerce headquarters. The Missouri exhibit, in competition with fifteen or eighteen exhibits from other states and provinces, won two sweepstake prizes, five first prizes and the silver cup for the best display of fruit exhibited by any nation, state or province.

Boys' and Girls' Club Contest.

The department has under consideration a boys' and girls' club contest, which would include the clubs in the states of Missouri, Kansas and Oklahoma. This contest would provide prizes for the best ten ears of corn grown by a boy, and the best ten jars of fruit and vegetables canned by a girl. The contest would call for all entries to be exhibited in one exhibit at Kansas City and in all probability this exhibit would be made in connection with one of the big agricultural shows next fall. Here again the Chamber of Commerce realizes that by stimulating in the farm boys and girls of today a sense of pride and ownership, it guarantees a more business-like, steady and energetic class in the farmer of tomorrow.

Miscellaneous activities of the agricultural department are summed up in (1) proper publicity in the press regarding agricultural events, stock sales, conventions, expositions, shows, etc., (2) proper publicity regarding Kansas City as a desirable market for all agricultural commodities; (3) strict attention to all state and federal legislative matters affecting the agricultural interests of this territory; (4) co-operation with the state department of education for the improvement of rural schools; (5) stimulating the use of better breeding stock through the medium of stock shows; (6) publicity intended to interest desirable farmers in the purchase of farms in the surrounding territory.

Such a service is indeed worthy of the attention of any commercial organization constantly endeavoring to "sell the city" which after all is the basis of all our efforts.

Traffic and Transportation

DECISION IN GRAIN AND HAY RECONSIGNING.

The Interstate Commerce Commission has decided the grain and hay reconsigning case, I. & S. docket 1161.

Over a year ago the carriers filed tariffs increasing charges for reconsigning grain and hay held for inspection, which on petition of affected markets, including Kansas City, were suspended for justification by the carriers.

In the decision the Commission finds that the service performed by the carriers in setting out and holding cars of grain, seeds, hay and straw for inspection, is clearly distinguishable from that given in ordinary reconsignment. In the case of grain shipments, the service springs from requirements of law based on business usage, and it falls within the rule laid down by the Commission in other cases as being a service which the carriers have heretofore treated as included in the freight rate and which they may not now segregate for separate charge without taking into consideration the entire through service of which it forms a part. A similar finding was not made as to hay, as laws do not require the inspection of hay.

The Commission approved rules providing that grain and seeds, on which inspection is officially reported by 11:00 a. m. may be reconsigned prior to 6:00 p. m. that day, without charge. If reconsigned subsequently, a charge of \$2 is approved. If inspection be not reported until after 11:00 a. m., reconsignment may be effected the following day without charge.

The rule approved on hay and straw, provides a charge of \$2 for reconsigning, regardless of date.

The Department, on behalf of the Board of Trade and the Kansas City Hay Dealers Association filed petition when the changes were proposed, asking the Commission to suspend for investigation, and attended hearings in the case.

BILLS OF LADING.

It is not advisable at present for shippers to order new forms of bills of lading, corresponding with the form prescribed in the Interstate Commerce Commission's recent order. A number of the carriers, not under federal control, have filed a petition in one of the United States Courts in New York for an injunction to restrain the bill of lading order.

The whole situation is very uncertain. In addition to the petition for an injunction, the Commission, it is understood, is being urged to make some modifications, and therefore it would be best for shippers to wait a short while to see if the situation does not clear.

NEW DEMURRAGE RULES.

The new demurrage charges and rules will become effective July 20. The Director General has issued a general order instructing the carriers to this effect. The new charges, as previously reported in the Kansas Citian, will be \$2 per car per day for each of the first four days after free time, and \$5 per car per day thereafter, with the average agreement applying separately to in and outbound shipments.

REFRIGERATOR SERVICE—SALINA NORTHERN.

The announcement comes from the Union Pacific that the Salina Northern Railway has arranged weekly refrigerator service from Salina to points on its line, each Friday, beginning July 18. Kansas City shippers can avail themselves of this service by using the Union Pacific line car No. 63 loading from Kansas City each Wednesday.

MATTERS BEFORE DISTRICT COMMITTEES

Kansas City Committee.

Docket 751. Corrected. Proposed to increase switching charges of the K. C. T. RR. at Kansas City on Cement, carloads, originating at Sugar Creek, Mo., on A., T. & S. F. RR., as follows: (July 18.)

	Present	Proposed
Distance not exceed—		
ing 5 miles.....	\$4.00 per car	\$6.50 per car
Distance over 5 miles	\$5.00 per car	\$7.50 per car
Docket 773. Proposed to allow the same transit privileges on grain at Leavenworth, Kans., originating at points on the C. G. W., in Minnesota, Iowa, Missouri and Chicago, Ill., and destined points in Texas, Arkansas and Louisiana as now allowed at Kansas City and St. Joseph. (July 16.)		

Docket 774. Proposed to provide for minimum of first class 25c instead of 50c on live poultry L. C. L. into concentration points in Kansas and New Mexico. (July 18.)

Docket 775. Proposed to amend A., T. & S. F. Circular 2047-K, which provides for transit on grain by amending out of line rule to provide that out of line charge will be assessed from point of origin to transit point only when the point of origin is intermediate to transit point. (July 16.)

Docket 781. Emergency. Proposed to provide transit privileges on grain at Kansas City, Mo., Kansas, via all lines between points in Kansas, southwest Missouri, Oklahoma, Arkansas, Louisiana (west of Mississippi river, Texas, and points in Missouri, Iowa, Minn., including Mississippi river, Peoria, Chicago, St. Paul, etc., also between Kansas and Oklahoma on one hand and points in Nebraska, etc.

Docket 783. Proposed to establish rate of 20c per 100 lbs., on silicate of soda, carloads, from Kansas City to Coffeyville, Kans., in lieu of present 5th class rate 35½c. (July 21.)

Docket 790. Proposed to establish full line of rates on grain and grain products, C. L., from stations on the Anthony & Northern RR. to Kansas City and other western markets also points in Arkansas, Louisiana, Texas, etc., to conform with rates from cross country points and junctions with A., T. & S. F., and Missouri Pacific RRs.. (July 21.)

Omaha Committee.

Docket 81-A. Proposed to cancel storing and storing and cleaning in transit privilege on grain at Omaha, Neb., from C. & N. W. stations in Nebraska to Kansas City, Mo., Atchison and Leavenworth, Kans. (July 23.)

Docket 298-A. Proposed to establish through

(Continued on Page 508.)

TRAFFIC AND TRANSPORTATION

(Continued from Page 507.)

rates on grain and grain products, C. L., via Lincoln, Neb., from points on U. P. RR. in Nebraska west of Valley and Lincoln via Valparaiso and Central City to St. Louis and points taking same rates based on combination of locals to and proportional rate from Omaha, Neb. (July 17.)

Docket 298-B. Proposed to provide transit privileges on grain and grain products at Lincoln, Neb., which originated at points on U. P. RR. in Nebraska west of Valley and Lincoln and is destined to St. Louis and points taking same rates. (July 17.)

Docket 298-C. Proposed to provide transit privileges on grain and grain products at Lincoln, Neb., which originates at points on U. P. RR. in Nebraska, Kearney to Central City inclusive, also points on the Kearney, Pleasanton, Loup City, Ord and Stromsburg branches and is destined to Valley, Neb., and points east thereof at an additional charge of 1c per 100 lbs. (July 17.)

Docket 298-D. Proposed to provide transit privileges on grain and grain products at Lincoln, Neb., which originates at points on U. P. RR., Council Bluffs, Ia., to Weston, Neb., and is destined to Loma, Neb., and points west thereof to Haif, Neb., Burns, Wyo., Stapleton, Ord, Pleasanton, Loup City, Scotia, Hastings and intermediate points at an additional charge of \$1 per 100 lbs. (July 17.)

Docket 298-E. Proposed to provide transit privileges on grain and grain products at Lincoln, Neb., which originates at points on U. P. RR. Valley to Valparaiso, Agnew to Pickeroll, Holmesville to Spalding, Neb., Quarry Siding to Sehrover, Kans., Loma to Heber, Neb., and is destined to points in Colorado, Wyoming and points beyond. (July 17.)

Docket 298-F. Proposed to establish rates on all grain and grain products from C. & N. W. points shown in their tariff 3407-D to lower Missouri river points and provide routing via

Fremont or Lincoln, Neb. (July 17.)

Docket 298-G. Proposed to provide transit privileges on grain and grain products at Lincoln, Neb., which originates at points shown in C. & N. W., tariff 3407-D and is destined to lower Missouri river points. (July 17.)

Docket 298-H. Proposed to amend C. & N. W. tariff 14000-D to provide transit privileges at Lincoln, Neb., on grain and grain products originating at and destined to points on C. & N. W., RR. or beyond at an additional charge of 4c per 100 lbs. (July 17.)

Docket 298-I. Proposed to establish through rates via Lincoln, Neb., on grain and grain products from C. & N. W., points in Nebraska and South Dakota, shown in C. & N. W., tariff 3407-D to St. Louis, Mo., based on Omaha combination. (July 17.)

Docket 298-J. Proposed to establish proportional rate of 11½c per 100 lbs., on grain and grain products from Lincoln, Neb., to St. Louis and points taking same rates. (July 17.)

Docket 298-K. Proposed to establish proportional rate of 7c per 100 lbs., on grain and grain products from Lincoln, Neb., to Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kans.

Chicago Committee.

Docket 369. Proposed to cancel from all C., R. I. & P. tariffs per car rates on live stock for cars less than 36 feet long and apply in lieu thereof rates for cars 36 ft. 7 in. long and to charge rates now published for cars 36 ft. long or 36 ft. 6 in. long to apply on cars 36 ft. 7 in. long and under also to provide percentage table for arriving at rates on cars over 36 ft. 7 in. long.

Docket 370. Proposed to establish through rates on grain, C. L. from C., R. I. & P. points in Iowa west of Des Moines and east of Council Bluffs to Kansas City and other lower Missouri river crossings based on Des Moines or Council Bluffs combination observing rate of 17½c as maximum. (July 17.)

(Continued on Page 509.)

Electric Wiring—Supplies—Machinery—Repairs

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TRAFFIC AND TRANSPORTATION

(Continued from Page 508.)

St. Louis Committee.

Docket 1027. Proposed to cancel all special rates on mill rolls returned for re-manufacture or repairs between points in Arkansas, Oklahoma and Missouri. (July 16.)

San Francisco Committee.

Docket 1794. Proposed to establish rate of 40¢ on cadmium, C. L., from Utah points to Kansas City and other Missouri river points. (July 22.)

RATES AUTHORIZED.

F. R. A. 9789. Authorizes rate of 2¢ per 100 lbs., in carrier's equipment and 1½¢ in shipper's equipment, on sand carload from sand loading tracks within Kansas City switching limits also Muncie, Turner and Sistrider, Kans., to points within Kansas City switching limits. Joint tariff covering to be issued by E. B. Floyd, Agent, Chicago, Ill.

F. R. A. 9806. Authorizes the addition of Valleys to all commodity items naming rates on Ridge Rolls to from and between points in Texas.

F. R. A. 9810. Authorizes O. S. L., RR. to amend tariff 3387-F. I. C. C. 1839 to provide the following deductions for shrinkage of grain.

(a) Carriers will not be responsible for loss due to natural shrinkage.

(b) When liability is established, there shall be deducted from the loss in weight the following percentages of the total weight of the contents of the car. One-eighth (1-8) of one per cent on wheat, rye, oats, and other small grain. One-quarter (1-4) of one per cent on corn.

(c) These deductions representing reasonable shrinkage due to evaporation or other natural

causes, to be made from shipping weights.

F. R. A. 9816. Authorizes Missouri Pacific RR. to amend item 1338-A, tariff 1275-E, I. C. C. A-3103 by cancelling minimum charge of \$15.00 per car applicable in connection with rate of 1½¢ per 100 lbs. on cinders, C. L., from Quindaro, Kans., to switch of Western Terra Cotta Co., Kansas City, Kans.

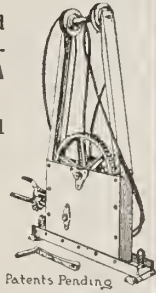
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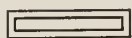
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DO you remember the last Y. M. D. luncheon — Rae Samuels and everything?

COME again—Wednesday, July 16, and spend a pleasant hour with your fellow business man.

BUSINESS very important to Y. M. D. must be transacted—but it won't take long—then some entertainment.

THE menu will suit the season. We'll start early and adjourn the same way.

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THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 28

KANSAS CITY, TUESDAY, JULY 22, 1919

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JUL 25 1919

Do you know

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of Commerce
is mighty busy
these hot days?

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of The Kansas Citian
is proof of it.

Read it.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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ASK FOR STATEMENT OF BOAT LINE.

Every time that the Board of Directors discusses any matter involved with or involving the Kansas City-Missouri River Navigation Company there arises the question of its financial status. For this reason the Directors of the Chamber have asked President W. S. Dickey of the Navigation Company if a financial statement might be furnished. This Mr. Dickey has promised just as soon as the company auditor can prepare it, to show not only present status, but all former statements.

AGRICULTURAL COMMISSIONER RECOVERING.

Mr. O. K. Quivey, Agricultural Commissioner, taken ill July 2, necessitating his being hurried to the Swedish Hospital for a serious operation, is getting along nicely. It will be some time before he is fully recovered on account of the not only painful but weakening operation to which he was subjected and the very hot weather that has prevailed.

TICKET REFUND ASSOCIATION.

Approval has been given by the Board of Directors to a plan adopted by members of the Ticket Refund Association at a meeting held last week for the future financing of that organization. According to the plan proposed each member of the Ticket Refund Association will pay to the Chamber of Commerce the sum of \$25.00 per year toward the actual cost of conducting the clerical work of the Ticket Refund Association by the Chamber under the direction of the Industrial Department. This will not provide all the funds necessary, but arrangements have been made whereby certain members will be responsible for making up whatever slight deficit may exist at the end of each six months' period.

Efforts will now be made also to increase the membership of the Association, and any member interested is asked to get in touch with the Industrial Department and full particulars regarding the conduct of this work will be furnished.

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Street Traffic

A PROPOS of the discussion in the press and elsewhere of Kansas City's street traffic conditions, there is a great deal that business men can do to help the situation. Particularly in the West bottoms and on streets carrying a heavy drayage traffic, traffic is very much blocked at times by backing up drays and trucks to the curb in such a way that very little of the street is left for passing traffic.

If the heads of business concerns will get to their drivers the idea that if they discontinue this wherever possible the other fellow will also, the result will be that all traffic will be improved to an appreciable extent. The thought is to encourage a movement to leave the streets as free as possible for through traffic and make Kansas City a better place in which to do business.

Complaint comes to the Chamber of Commerce that some drivers of drays are seemingly not familiar with the city ordinance requiring them to keep off boulevards. Business men are asked to communicate it to them. Here is the wording of the city statute:

"ARTICLE VII, SECTION 1028—CERTAIN VEHICLES PROHIBITED ON BOULEVARDS, ETC.—No omnibus, wagon, cart, dray, truck or other vehicle for carrying goods, merchandise, manure or any other articles, except such as are engaged in repairing or constructing said parks, boulevards, streets, avenues or driveways shall be allowed to enter upon any boulevard, parkway, street, avenue or park road under the control and management of the Board of Park Commissioners of Kansas City, Missouri; provided, however, that wagons or other vehicles carrying goods, merchandise or other articles to or from any house or premises abutting upon any of such boulevards or parkways shall be permitted to enter thereon at the cross street nearest to said house or premises in the direction in which the same are moving and deliver or receive such goods, merchandise and other articles, but shall not proceed thereon further than the nearest cross street thereafter; but this provision shall not apply

Employment Bureau

A BOUT three-fourths of the returning soldiers and sailors have been demobilized. The greater part of these have been employed. Many of them after being on the go for so long were somewhat restless at first. They had been living largely on excitement and did not know what they wanted to do or what their services were worth, but by far the greater number went quietly back to work, and while possibly a little restless in the beginning, soon got down to business and are turning out more work than the men who stayed at home. Their experiences in the service have been of a real benefit to them.

The remaining one-fourth are still to be provided for. It will probably be more difficult to place them because so many jobs have already been filled by service men and many of the later arrivals have been seriously wounded. The Employment Bureau of the Chamber has had many of the latter to place recently, and here are a few samples:

One young man was a printer before going to war. He was severely gassed during the Argonne battle and on his return found he could no longer stand the smell of ink, or work indoors. The fact that he had a sick wife made matters still worse. The Bureau placed him in a lumber yard and he has since told Mr. B. O. Taylor, Employment Manager, that the future looks bright to him now.

A second man had been an auto mechanic. He joined the Aviation Corps

(Continued on Page 514.)

to any of the driveways within the limits of the parks, and said boulevards, parkways, avenues, streets or park roads shall not be used by business vehicles for traffic purposes, except as hereinbefore provided; and provided further, that Independence Boulevard from Dykington Avenue to Benton Boulevard shall be exempt from this regulation until parallel streets are made available for such vehicles."

Federal Budget

IF A budget is a good thing for a business institution, commercial organization, municipality or state, it is a good thing for the United States government, according to the National Chamber of Commerce with which the local Chamber is co-operating in the interest of a federal budget.

It is something that the business men of the United States favor almost unanimously as evidenced in the National Chamber's annual meetings from year to year. As a matter of fact, the first referendum ever conducted by the National Chamber pledged that body in favor of a national budget.

The local Chamber's co-operation will be through the National Affairs Committee and the assistance of every member of the Chamber who will do so is asked to support the proposition with letters to Missouri senators and representatives.

EMPLOYMENT BUREAU. (Continued from Page 513.)

and lost a hand while trying to bring a runaway airplane under control. The Bureau placed him as night watchman until he could get used to his artificial hand and go back to his old trade.

A third had lost a leg in France. He had no trade or profession, and only a fifth grade education. He was found employment painting machinery in a factory.

Another man had been a plumber. He had his right knee smashed while overseas and could no longer follow his trade. He made a persistent effort to obtain work and the Bureau made a special effort to help him. It required two weeks to get him placed. In the meantime his father-in-law brought suit against him for not properly supporting his wife and two children. He was fined \$100 to be paid to the children at the rate of \$10 per week for ten weeks. His mother loaned him the

START CAMPAIGN FOR MAIL IMPROVEMENT.

Immediately on approval by the Board of Directors of plans proposed by the Committee on Postal Efficiency to join with the Post Office Department in an effort to improve mail service throughout the entire country, letters were prepared to be sent to all of the larger mail handling concerns of Greater Kansas City. The letter outlines briefly the plans suggested by the National Chamber of Commerce, which is working with the Post Office Department at Washington, and invites an immediate report by every concern of the service they are now receiving, specifying whether satisfactory or not and asking for any suggestion for its improvement.

In making this immediate and quick survey, it is not necessary that complaints be supported by documentary evidence as the same report from several concerns will naturally be taken as prima facie evidence of the existence of any impairment in the service.

Cards have been sent with the letter asking for a pledge of co-operation in this important matter and asking for the appointment in each establishment of one person with whom the Postal Efficiency Committee may establish a permanent point of contact.

money. The Bureau knew nothing of this until it was all over and not until they had found him a position as a weighmaster.

And so it goes. At the present time the Bureau has men on its list of applicants, two of whom have been gassed, one with an injured shoulder and broken wrist, another his leg broken, and still another wounded in the leg. All of these must have work that is within their capacity. They do not whine or complain or ask any special favors. All they ask is a fighting chance to make good.

These men finished their jobs, but Kansas City's job is not finished until every discharged soldier has been given employment at fair wages. The Bureau makes a special plea to employers who have openings that might be filled by these men, especially those who have been wounded.

"Let's finish the job."

Will Investigate Street Car Situation.

THE Board of Directors last week appointed a citizens' committee that will be known as the Committee of One Hundred to consider the local street railway situation and what may or must be done to solve the problems confronting the City and the Kansas City Railways Company.

This action was in recognition of the general demand that the Chamber of Commerce, as the parent civic organization of the city, do something in the matter, which sentiment crystallized at a meeting of the Real Estate Board on July 14, where a resolution was passed asking for the appointment of a representative citizens' committee.

The Board's action was taken at a meeting held July 15 and announcement made two days later. The committee represents many phases of Kansas City life and is here listed in full:

- | | |
|--|--|
| Adams, E. P., Adams Transfer & Storage Co. | Helm, Wm. F., Wm. F. Helm Commission Co. |
| Adams Wash. Lawyer. | Hettinger, I. H., Hettinger Bros. Mfg. Co. |
| Askew, Frank D., Askew Saddlery Co. | Hockaday, R. M., Burnham-Munger-Root D. G. Co. |
| Benjamin, D., Fred Harvey | Holden, J. F., Kansas City Southern Ry. |
| Berkowitz, Wm. J., Berkowitz Envelope Co. | Houx, E. W., Drumm Commission Co. |
| Bernardin, F. M., B-R Electric Co. | Jaccard, Walter M., Jaccard Jewelry Corporation. |
| Bernardin, J. M., J. M. Bernardin Lumber Co. | Jackson, Jabez N., Physician. |
| Blackburn, S. C., A. B. C. Fireproof Warehouse Co. | Jaudon, Ben, City Treasurer. |
| Buchholz, Wm., Brewster, Kelly, Brewster and Buchholz. | Jenkins, Burris A., Post. |
| Bunting, Geo. H., Bunting Hardware Co. | Jenkins, J. W., J. W. Jenkins Sons Music Co. |
| Burton, C. A., Kewanee Boiler Co. | Johes, C. S., Commercial Paper. |
| Carkener, Geo. S., Goffe & Carkener. | Jones, Cliff C., R. B. Jones & Sons. |
| Carlisle, Chas. D., Charles D. Carlisle Commission Co. | Jones, Herbert V., Childs & Jones. |
| Cochran Forrest C., Liberty Trust Co. | Jost, H. L., Globe Storage Co. |
| Cook, C. R., C. R. Cook Paint Co. | Lee, Fred M., John Taylor D. G. Co. |
| Crabbs, F. D., Union Bank Note Co. | Lester, J. C., Ridenour-Baker Gro. Co. |
| Davidson, Julius, Merchandise Broker. | Long, R. A., Long-Bell Lumber Co. |
| Dewan, J. D., K. C. Terminal Ry. Co. | McCutcheon, Howard, C. A. Brockett Cement Co. |
| Dickey, Fred L., W. S. Dickey Clay Mfg. Co. | McDonnell, R. E., Burns & McDonnell. |
| Dougherty, H. A., H. A. Dougherty Motor Co. | McLucas, W. S., Commerce Trust Co. |
| Edwards, Geo. H., Edwards-Ludwig-Fuller Jewelry Co. | McNamara, E. J., C. C. Clemons Produce Co. |
| Ennis, H. R., Ennis Real Estate & Investment Co. | Mann, Conrad H., K. C. Breweries Co. |
| Federman, W. M., Druggist. | Maxwell, R. M., Wm. Volker & Co. |
| Fible, W. M., Houston Fible & Co. | Moses, L. E., Kansas Flour Mills Co. |
| Fitch, Howard A., Kansas City Structural Steel Co. | Myers, Geo. M., Automatic Sprinkler Co., of America. |
| Foster, Matthew A., Alabama Charcoal Co. | Neff, Geo. N., Daily Drivers' Telegram. |
| Gaylord, Hal., Kansas City Journal. | Nichols, J. C., The J. C. Nichols Investment Co. |
| Gillpatrick, J. F., Gillpatrick Laundry. | North, Ed. S., Scarritt, Jones, Seddon & North. |
| Godfrey, Fred B., Simons-Shields-Lonsdale Grain Co. | Oppenstein, L., Oppenstein Bros. |
| Gorton, Geo. H., W. B. Young Supply Co. | Peet, A. W., Peet Bros. Mfg. Co. |
| Gould, C. E., Loose-Wiles Biscuit Co. | Peters, C. C., Emery, Bird Thayer D. G. Co. |
| Grant, W. T., Business Men's Accident Assn. | Prescott, John A., Prescott & Snyder. |
| Greenlease, R. C., Greenlease Motor Car Co. | Redpath, R. L., American Radiator Co. |
| Hall, F. L., Abernathy Furniture Co. | Robertson, S. B., Studebaker Corp. of Am. |
| Hand, Wm. Morgan, General Electric Co. | Robinson, J. M., Robinson Shoe Co. |
| Harbison, H. P., Harbison Mfg. Co. | Robinson, W. N., Dean Hotel Co. |
| Harzfeld, S., Harzfeld's Parisian. | Rothschild, Louis P., Rothschild & Sons. |
| Healey, M. J., John Deere Plow Co. | Sharon, F. C., Sharon & Bump. |
| Heath, F. B., Geo. B. Peck, D. G. Co. | |

(Continued on Page 518.)

COMMITTEE TO PROMOTE NEW BUILDING CODE.

The need of a new building code for Kansas City was recognized in a practical way by the Board of Directors at a meeting last week, by the appointment of a committee of trained men to study and make recommendations on the subject. This committee will be a part of the Civic Department under Vice President Cliff C. Jones and consists of the following:

Chairman F. J. Feters, Missouri Inspection Bureau.

Vice Chairman E. S. Richardson, Mid-Continent Iron Co.

E. H. L. Thompson, Pratt-Thompson Construction Co.

James E. Taylor, Contractor.

A. C. Wiser, Shepard, Farrar & Wiser, Architects.

Mr. Fetter, Chairman of the Committee, was chairman of the commission that during Mayor G. H. Edwards' administration compiled a new building code that however was never adopted, although it cost the city some \$6,000. Of this committee Mr. James E. Taylor was also a member.

APPOINT COMMITTEE ON PUBLIC UTILITIES.

In answer to a request of the National Chamber of Commerce, the following committee on Public Utilities has just been appointed:

Chairman W. M. Jaccard, Jaccard Jewelry Corporation.

Vice Chairman W. T. Grant, Business Men's Accident Association.

J. S. Adsit, C. M. & St. P. Ry. Co.

L. A. Arneson, Larabee Flour Mills Corp.

N. S. Davis, S. A. & S. W. Ry. System.

F. J. Moss, American Sash and Door Co.

William Pitt, Irving-Pitt Mfg. Co.

L. C. Smith, Commonwealth Nat'l. Bank.

E. H. Witte, Witte Engine Works.

The purpose of this committee will be to work with similar committees of other chambers of commerce through the National Chamber to help solve the peculiar problems that are now facing all public utilities and especially street railways.

This committee is entirely independent of the committee of one hundred to investigate the local street railway situation also appointed last week in that it will be a permanent committee. It will deal with these subjects in a comprehensive manner with a realization that the situation in Kansas City and elsewhere results from economic conditions that are national in their scope.

INVESTIGATE AUTOMATIC TELEPHONE EQUIPMENT.

A special committee of the Chamber will inquire into the practical side of the use of automatic telephone equipment in several cities where it has been in use for any great length of time. This committee was authorized by the Board of Directors at its meeting July 15, where General Manager H. L. Harris of the Kansas City Home Telephone Company and Mr. N. P. Bartley of the Automatic Electric Company of Chicago dealt with the mechanical, operating and labor saving features of the system. The committee consists of President B. A. Parsons, Vice President Cliff C. Jones, Treasurer W. S. McLucas and General Secretary J. M. Guild.

In having the Board consider the automatic service, President Parsons had in mind the possibility of its adoption in Kansas City when the physical merger of the two telephone companies is undertaken. There was brought out by the two telephone men the seriousness of the telephone situation on account of the tremendous growth in the demand for service and in the difficulties of securing operators in competition with what business men offer girls in the way of compensation and working hours.

It was brought out that in 1913 Kansas City had 64,000 telephones that averaged six calls per day; that this year there are 89,000 instruments, averaging nine calls per day, with the expectation that four years hence there will be 105,000. The peculiarity of "the more business the greater cost" of service was explained as was also the tremendous load during the peak hours of the day, in the forenoon and afternoon.

That the automatic system is being adopted in new extensions both in this country and in Europe, with Chicago and Omaha planning to use it exclusively, while Los Angeles, Grand Rapids, Columbus, Lincoln, Dayton, etc., have used it for many years, were some of the statements of the telephone experts. Demonstration was made with a couple of automatic instruments, showing great improvement over the automatic dial and other devices still in use where originally installed.

The committee plans to visit such cities as Minneapolis, St. Paul, Chicago, Muskegon and Grand Rapids, the observations and recommendations of the committee to be laid before the Board of Directors with the possibility of a referendum being conducted among the members to crystallize sentiment for or against the change that, according to the Directors, would seem to be a great improvement over the manual system.

Act on Remedial Railroad Legislation

THE Chamber of Commerce of Kansas City has cast its ten votes with the National Chamber of Commerce in favor of corporate ownership and operation of the railroads. This, however, under proper government regulation, on the grounds that more adequate facilities, more progressive and economical service and lower rates can be secured through corporate than under governmental ownership and operation of the railroads.

This and ten other related questions covered by what is known as Referendum No. 28 of the National Chamber of Commerce have been under consideration for over a month. Decision was reached only after most painstaking study and careful consideration. To insure the subject, far reaching in its economic possibilities, being thoroughly analyzed, the Board of Directors referred the referendum to three of the most important and heavy-weight deliberative bodies of the Chamber, the Council of the Traffic Department, Council of the Industrial Department, and the National Affairs Committee.

The Traffic Council, by reason of its greater intimacy with the questions from a railroad operating standpoint, met first and formulated conclusions that were immediately transmitted to the members of the other two bodies. The three met later and the following conclusions were unanimously reached. These were ultimately approved by the Board of Directors:

(The questions as stated are the recommendations of the National Chamber's Railroad Committee):

I—The Committee recommends adherence to the policy of corporate ownership and operation, with comprehensive regulation.

Favored, but while in favor of proper regulation the word "comprehensive" applied to regulation does not clearly define what may be done, therefore reserve the right to pass upon such plan of comprehensive regulation at the time it may be presented to Congress.

II—The Committee recommends return of roads to corporate operation as soon as remedial legislation can be enacted.

Favored.

III—The Committee recommends adherence to the period of federal control as now fixed unless and until impossibility of remedial legislation in this period clearly appears.

Favored.

IV—The Committee recommends permission for consolidation in the public interest, with prior approval by the government authority, in a limited number of strong competing systems.

Opposed.

V—The Committee recommends a requirement that railroad companies engaging in interstate commerce become federal corporations, with rights of taxation and police regulation reserved for states.

Favored.

VI—The Committee recommends exclusive federal regulation of capital expenditures and security issues of railroads engaged in interstate commerce, with provision for notice and hearing for state authorities.

Favored.

VII—The Committee recommends federal regulation of intrastate rates affecting interstate commerce.

Favored.

VIII—The Committee recommends a statutory rule providing that rates in each traffic section shall yield an adequate return on a fair value of the property as determined by public authority.

Opposed.

IX—The Committee recommends payment into a fund of a share of the excess earned by any railroad system under application of the above statutory rule over an equitable minimum return upon fair value of property, this fund to be used as Congress directs for strengthening general railroad credit and increasing general railroad efficiency.

Opposed.

X—The Committee recommends a federal transportation board to promote development of a national system of rail, water, and highway transportation and articulation of all transportation facilities

Opposed, for the reason that the question as submitted is too indefinite and involved and contains several problems, some of which we favor and some oppose: we are favorable to articulation of transportation facilities, provided it can be done in a perfectly legal manner and in the public interest; we are opposed to the question as submitted for the reason that it may conflict with question No. 1, endorsing private ownership and operation; and it may be in conformity with question No. 4, which we oppose; we furthermore object to the creation of any new board which may lead to a division of authority and regulation over common carriers.

EMPLOYMENT MANAGERS' COUNCIL.

Upon the recommendation of the Employment Committee, the Board of Directors has approved of the organization through the Industrial Department of what will be known as an Employment Managers' Council. This will be an organization made up of the employment managers of the various industrial and mercantile concerns of the city. Where they do not have an employment manager the representative of the concern in charge of employment will be eligible.

It is planned to have the Council hold regular meetings at stated periods at which all matters pertaining to employment will be discussed. It is probable that the local organization will affiliate with the National Employment Managers' Association.

It is planned to hold a meeting of employment managers within the next two weeks for formal organization. Notice of the meeting will be carried in the columns of The Kansas Citian, and special notices will be sent to those interested.

VARIETY OF INVENTIONS.

The following list shows the variety of inventions which were considered at a single meeting of the Inventions Committee held recently. Naturally they were not all disposed of. In fact, very few were given final disposition, some being carried over for additional investigation, some referred to special committees and others handled in other ways. The list does show, however, that the committee has to be in a position to handle almost anything. It is for that reason that the committee is made up of experts in various lines so as to insure some one on it being at least somewhat familiar with almost every proposition that comes before it.

The inventions considered included: an educational game, tractor, cork piston ring for automobile, wind power motor, grain stack feeder, fireless incubator, rust proofing process, smoke consuming stove and furnace, leather preserver, vending machine, electric control signal light, automatic train control, key board telegraph transmitter, car mover, washing machine, fireless cooker, concrete railway tie, safety bridge, noiseless street railway crossing and a multigap spark plug.

EXPORT BUSINESS FOR MAY.

Exports from the United States for the month of May were valued at \$606,000,000, which is over \$55,000,000 more than last year.

Y. M. D. LUNCHEONS NOT DISCONTINUED.

On request of the Executive Committee of the Young Men's Department, the Board of Directors has approved of the non-suspension of their luncheons during the months of July and August, but during the heated period the regular bi-weekly luncheons will be discontinued.

The schedule of the Y. M. D. luncheons provides for luncheons on July 30, August 13 and 27. The next one, July 30, will be a "Do You Know" proposition at which every business man will be given an opportunity in a brief way to present some "Do You Know" fact about his own business. This is expected to prove not only attractive to the members, but also interesting and instructive. In order to carry out the feature, every man will be required to have his statement in brief form, almost like a ten-word telegram, from which he will read and which he will then file for compilation and use in The Kansas Citian.

STREET CAR SITUATION.

(Continued from Page 515.)

Shelden, Chas. N., Merry Optical Co.
Shouse, Louis W., Mgr. Convention Hall.
Smith, B. Howard, Consumers Bread Co.
Smith, E. B., Smith & Sons Mfg. Co.
Smith, Leon, Smith-McCord-Townsend D. G. Co.
Stoddard, Solomon, Kansas City Bolt & Nut Co.
Squire, W. J., Squire Electric Co.
Sutton, R. L., Physician.
Sweeney, E. R., Gray-Bryan-Sweeney Coal Co.
Swenson, Godfrey, Swenson Construction Co.
Swift, J. C., Swift & Henry L. S. Com. Co.
Swinney, E. F., First National Bank.
Teachenor, R. B., Teachenor-Bartberger Engr. Co.
Volker, Wm., Wm. Volker & Co.
Waters, H. J., The Kansas City Star.
Weeks, W. H., Kansas City Stock Yards Co.
Welch, B. W., Real Estate.
Whitmore, S. J., Whitmore Hotel Co.
Wilder, E. T., Ventilators.
Witte, E. H., Witte Engine Works.
Woolf, Herbert M., Woolf Bros. Furn. Goods Co.
Wright, Purd B., Librarian.
Young, Andrew, Montgomery Ward & Co.

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Visiting Kansas City's Industries.

Baker & Lockwood.



AS FAR back as 1888, Mr. C. J. Baker established a factory at 4th and Delaware for the manufacture of tents and awnings, employing 12 men. On this foundation has been built the present concern known as the Baker & Lockwood Manufacturing Company, incorporated in 1902, and now located at 7th and Wyandotte streets.

At the present time, it is said, they are employing approximately 350 persons, and according to officers of the company, occupy 172,500 square feet of floor space.

The company manufactures tents, awnings and auto supplies, such as auto tops, seat covers, radiator covers, and also supplies many tented theatrical companies.

The trade territory includes all of the United States, and in addition, a foreign business is conducted with Canada, Mexico, England, Norway, Southern China and Southern Africa. A branch plant has recently been opened in New York City to handle all Eastern and export business.

TRADE DIRECTORY LISTINGS.

Blanks were sent to all Kansas City manufacturers two weeks ago on which they were asked to list articles manufactured in the way in which they should be listed in the new trade directory which is to be issued shortly by the Industrial Department, but a great many manufacturers have not as yet returned them. The Department is preparing to issue 30,000 copies of this directory and is making no charge whatever for listings in it, in order that the list may be absolutely complete and that no one be barred because of any cost.

The failure of manufacturers to send in these blanks promptly is delaying the publication. Members who have not sent in their blanks are urged to have them filled out and returned at once.

If the blanks have been lost or misplaced, telephone the Industrial Department and a new blank will be mailed at once.

COMPUTING INCOME TAXES.

The taxpayer who changes the method of accounting employed in keeping his books for the taxable year 1919 or later must before computing his income upon the new basis for purposes of taxation secure the consent of the Commissioner of Internal Revenue.

INDUSTRIAL OPPORTUNITIES.

The Industrial Department has an inquiry for a local manufacturer who can make tools similar to a pipe wrench. The jaws cut and do not grip the pipe or shaft. They will want one hundred on the first order, then several thousand from time to time. The Department will have a sample in a few days, and any manufacturer interested should communicate with the Industrial Department.

WANTED—LOCAL MANUFACTURER.

A proposition recently before the Inventions Committee of the Industrial Department is that of a vegetable slicer invented and patented by Mr. Lincoln Pysher of Oswego, Kansas.

It is a device constructed along the lines of a food chopper, its function being to slice any kind of a vegetable to the thickness desired by the adjustment of set screws. It is covered by U. S. patent.

Mr. Pysher does not care to manufacture it himself, but wants some concern to take it over and manufacture it and sell it to dealers on a royalty basis. Any member interested in this proposition may see a sample at the Chamber office.

CITY ZONING.

In view of the discussion among business men and officials of the City Hall with reference to the necessity for some kind of legislation restricting the uses of property in various sections of the city, the following article from "Civic Comment," published by American Civic Association, is appropriate:

WHAT ZONING MEANS.

The term "zoning" has come to be used to mean the regulation of buildings in a city. It signifies such regulation of the height, area, and use of buildings as will protect each land-owner from the impairment of his share of light and access, as will protect his ears from unseemly noises, his nose from unpleasant smells, and his eyes from offensive sights.

Proper protection of the owner in these respects enhances the value of his land and conserves the value of his building. Owners cannot have such protection for themselves without conceding the like protection for their neighbors. Appropriate regulation demands such rules that no parcel of land in the city can be used in such fashion that all similar land could not be improved with buildings of like kind without disadvantage to each and all of them. This is only common fairness, corporate equality.

Each street will accommodate a certain amount of traffic, pedestrian and vehicular. Each lot of land on that street is entitled to its proportionate share of access along the street. The welfare of each owner demands that no one owner shall make greater use of the street than the size of his lot entitles him to have. There is a direct relation between the facilities afforded by the street for traffic and the light and air furnished by the street. If the buildings are too high for the width of the street, light is cut off, and, at the same time, traffic is congested.

In every city there is a tendency for business and industries of like kind to group together. This is for their own good. If a manufacturing industry is intruded into a business or residential neighborhood, it impairs the value of all the surrounding property. There has been annually in the United States a greater destruction of the value of buildings by the failure to protect them from the improper use of neighboring buildings than is caused by fire. One manufactory erected on a business block may

easily destroy several million dollars' worth of neighboring buildings. One garage on a residential block may destroy hundreds of thousands of dollars' worth of residences. High buildings have been erected that cut the rent roll of their neighbors in half.

Unfortunately, in every city some buildings are too high, cover too large a percentage of the lot, and are put to a wrong use. Zoning must proceed on the basis of existing conditions. Even the worst sections can be improved somewhat; some sections may be saved; new sections may be protected at the beginning of their development. In general, buildings in new sections should never be allowed to be higher than the width of the street. No building for human habitation in a new section should be allowed to cover more than 50 per cent of the land. Single family dwellings may be protected by not being permitted to cover more than 30 per cent of the land.

Towers are not objectionable and may be unlimited in height if sufficiently restricted in area. The New York ordinance permits a tower which does not cover more than 25 per cent of the lot and which observes certain other regulations. As a general rule, a greater height may be permitted back of the building line so long as the same angle of light is maintained as is permitted on the street in question. Thus, if a building is allowed to be one and one-half times as high as the street is wide, it may be built higher if set back from the building line. For every foot of set-back it may ascend one and one-half feet.

Zoning, properly conceived and carried out, thus constitutes not only a definite recognition of equality in ownership, but an important protection of taxable values.

LAWSON PURDY,

President National Municipal League.

Kansas City is beginning to realize that if it is to protect its business and residential property for their most important and legitimate uses, and to prevent encroachment of undesirable businesses in residential districts, it must have some kind of regulation. A complete and scientific ordinance specifying to what uses certain areas may be put is called a zoning ordinance. Similar ordinances have been enacted in several cities. St. Louis last year passed a very comprehensive ordinance of this kind.

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Good Fellowship Luncheon

THE special luncheon of the Young Men's Department last Wednesday was devoted to the promotion of the Good Fellowship Automobile Tour conducted Friday and Saturday through Central Kansas. Attendance, due to summer conditions, was smaller than usual, but those present found something doing every minute.

No sooner had the luncheon been served than a screeching siren horn cleared the way for a veritable juggernaut of an automobile, borrowed for the occasion from Mr. G. W. Curtis of the Doric Theater and driven through the audience at a break-neck speed with Manager G. D. M. Jones at the wheel.

Following the car were Pathfinder W. E. Smith, Pilot F. W. Katzmeier, Secretary H. H. Mathonet and Timer George McKenney in their traveling togs. Mounting to the seat of the automobile, Mr. Jones delivered himself of the following to the tune of "There's a Long, Long Trail":

Now then all you Young Men listen
Until this story is through
And we will tell you just exactly what you must
do.

Take a look at this committee
And when this meeting is o'er
Just hand to some one of them thirteen bucks
at the door.

There's a fine old trail awinding
Along the way that we'll go
Through Paola, Ottawa then Melvern and Lebo.
Friday night we'll see Emporia
And Saturday we'll start for "hum"
Through Osage City, Baldwin and Olathe,
BY GUM.

Mr. Cameron Orr as Mayor Bradshaw of Ottawa-Melvorn, nobody knew which, welcomed the approaching visit of the young men of Kansas City, telling how long his people has wanted these visitors to honor them with a call, but that they had felt it unwise until after July 1, but now that they would come empty handed they would be welcome so long as their money lasted.

Chairman Harry S. Frazer of the Trade

Extension Committee announced the names of the nearly one hundred men who had signed to make the trip.

Mr. L. P. Rothschild was introduced as Chairman of the "Do You Know" Kansas City Advertising Committee, and his announcement of the plans for advertising Kansas City for thirty-five days in one hundred and twenty newspapers and his request for Y. M. D. workers in the West bottoms and Stock Yards district met with an immediate response.

Mr. Ray of the Empress Theatre, the "singing fireman of the Lusitania," rendered one of his own songs and told briefly of his many relations with the world war.

Mr. A. L. Olinger, Secretary, Chamber of Commerce, Topeka, told how he was attending the meeting to learn something of the Y. M. D. and its work, to be patterned after by the Topeka organization.

Mr. Lafe Jones of the Chamber of Commerce, Ottawa, was introduced as the main speaker, and certainly stirred things up by taking as his subject "Live Wires—The Men Who Do Things." He told how in each town there seems to be just about a half dozen real live wires, and expressed wonderment that he should have met on this occasion the same men prominently in Y. M. D. work as he had met two years ago. He challenged those present to answer why they were not active on committees. He compared an incandescent bulb with many men who are worth very little unless they are connected up with something. He handed his audience another suggestion as a follow-up to their Good Fellowship Tour. He cited his experiences with those who visited Ottawa two years ago when he was chairman of the committee to receive the visitors and how he is now received in Kansas City by the same men, even mentioning their names, and urged that there be more co-operation of the real sort between Kansas City and Ottawa.

BOARD APPROVES OAK STREET VIADUCT.

The Board of Directors has gone on record as approving the Oak Street Viaduct project. This was done after report of the Department of Civics that a widening of Oak Street with a viaduct across the Terminal property would be of great advantage in helping to relieve traffic congestion, and on recommendation by the Department of Traffic that the proposed viaduct would

not injure the Oak Street freight station.

The Traffic Department investigated the possibility of this station being interfered with by the proposed viaduct and found that there is apparently plenty of room for any extensions that may be necessary and that access to the station would still be convenient. On these reports the action of the Board was taken and it was directed that the action be communicated to the City Council.

Traffic and Transportation

BILL OF LADING STATUS UNSETTLED.

Advice has been received that the petition of the railroads for an injunction, has been granted by the court. Whether or not this will hold up the bill of lading permanently, or will be dissolved after the trial, is something of course no one can predict.

Shippers are urged to closely watch the traffic and transportation section of The Kansas Citian for news relative to the bill of lading situation.

All shippers who have not notified the department of traffic what their loss in dollars and cents will be, should they be obliged to junk all their present forms of bills, effective September 8, should do so quickly, as the department is making a survey to ascertain just what the loss will be to Kansas City firms, on which to base a vigorous protest.

The Traffic World, a technical publication of national circulation, states that a further postponement of the effective date of the Interstate Commerce Commission's Order in the Bill of Lading Case, is expected. This postponement, if forthcoming, will carry the effective date of the new bill of lading beyond September 8. The Traffic World goes on to state that it is believed that more time will be needed for the consideration of points that have been raised in connection with the Commission's report.

In the meantime, shippers who have printed and use their own forms of bills of lading, are very much up in the air, hesitating to order forms of the prescribed bill, as it is not unlikely that some of its terms may be changed, and at the same time, they must provide themselves with forms to use effective September 8, if the effective date is not extended beyond that time.

The National Industrial Traffic League has circularized its membership, which comprises shippers throughout the entire United States, cautioning them to refrain from ordering supplies of the new bill until it is made sure that the bill will go in as ordered. The Bill of Lading Committee of the League, has also addressed a formal communication to the Railroad Administration and the Interstate Commerce Commission, urging that the use of rubber stamp endorsement on all forms be permitted so that present supplies on hand may be consumed.

The League has also placed the legal phase of the matter in the hands of their counsel, Mr. Luttreh M. Walter, with instructions to watch the injunction proceedings now pending in one of the Federal courts in New York, and give whatever assistance possible to getting the bill into effect. Mr. Walter has also been requested to advise if there is any legal reason why an appropriate stamp could not be placed on the present forms for use when the new bill goes into effect, in view of the heavy loss that shippers will sustain by having to junk present forms, and on account of the uncertainties of the legal proceedings, and further because there is hardly time to provide sufficient supplies of the prescribed bill.

INCREASED RATES TO HOUSTON-GALVESTON.

A proposition is now before the Chicago Western District Freight Traffic Committee to increase rates on commodities from defined territories to the Houston-Galveston group, to the Texas Common Point basis.

Class rates are now on the same basis from defined territories to the Houston-Galveston group, as to the Texas common point group, but there are numerous commodity rates which are lower to the Houston-Galveston group.

The examples below will illustrate the situation as to rates from Kansas City:

Rates from Kansas City to Texas Common Points versus Houston-Galveston Group.		Texas Common	Houston-Galveston
		Point.	Group.
Iron Articles:			
Angle, band, bar, etc., C. L.	75c		57½c
Beams, Columns, Girders, etc., C. L.	75c		63c
Liquors:			
Beer, Cereal Beverages, etc., C. L.	66½c		55c
Paints:			
Litharge, Red Lead, White Lead, Zinc Oxide, etc., C. L.	81½c		50c
Pipe and Fittings:			
Wrought Iron Pipe, Cast Iron Pipe, Fittings, etc., C. L.	50c		34½c
Soap, C. L.	65c		72½c

The lower rates to the Houston-Galveston group were originally inaugurated to enable shippers to secure the patronage of Houston and Galveston firms in competition with water rates applying from seaboard territory.

All shippers who may be interested in rates to this territory are asked to communicate at once with the Department of Traffic, setting forth their full views, so that proper presentation may be made of the interests of Kansas City shippers.

MERCHANDISE CAR FROM SOUTHEAST.

The N. C. & St. L. has established a daily through merchandise car from Atlanta, Ga., and Chattanooga, Tenn., to Kansas City; the first car leaving Chattanooga July 4.

Receivers are urged to take advantage of this car so that full tonnage may be available.

The routing will be care N. C. & St. L. at Atlanta or Chattanooga, Illinois Central, Missouri Pacific; the car reaching the Missouri Pacific freight house here the fifth morning after leaving Atlanta.

INTERURBAN STATION AT SOUTH ST. JOSEPH.

The Kansas City, Clay County & St. Joseph Railway has recently opened a freight station in South St. Joseph, Mo., for the accommodation of patrons in the southern portion of St. Joseph, and to relieve the up-town station.

Shipments consigned to this station should be billed "South St. Joseph, Mo." The K. C., C. C. & St. J. is running a set-out car to the South St. Joseph station.

(Continued on Page 523.)

TRAFFIC AND TRANSPORTATION.

(Continued from Page 522.)

TWO-YEAR PERIOD
ON CLAIMS.

The carriers (some of them at least) are taking advantage of the provision in the bill of lading that suits for loss or damage, or delay to property, must be filed within two years and one day after delivery, or in case of non-delivery, within two years and one day after a reasonable time for delivery has elapsed, and are declining to pay claims that may be pending on which this period has run.

The matter is now before the Railroad Administration and the Interstate Commerce Commission, and it is likely that the Commission may soon issue a ruling, which it is hoped will afford some relief.

In the meantime shippers should carefully watch their loss and damage claims, and when the two-year period is about to expire, the claim remaining unpaid, should consult their attorneys and file suit at once, especially if any considerable amount is involved.

UNION PACIFIC SERVICE.

The Union Pacific has recently made a change in the routing of their merchandise car, which is loaded daily at Kansas City for Columbus, Nebraska, and stations on the Norold, Albion and Spalding branches, also stations west of Columbus to and including Central City, Nebraska.

The car leaves Kansas City at 7:00 p. m., arriving at Valley, Nebraska, at 11:59 p. m. the first day, arriving at Columbus, Nebraska, at 3:00 a. m. the second day. Transfer is made that morning and the merchandise leaves Columbus for points on the main line and the diverging branches early the same morning. The car formerly moved via. Gibbon, Neb.

GRAIN RATES—LIVE
STOCK SERVICE.

The Transportation Commissioner left for Washington Wednesday afternoon, July 16, to attend a conference with officials of the Railroad Administration on the adjustment of western grain rates, which it is contemplated will soon be made effective.

While in Washington, he will also confer relative to improved live stock service from Kansas City to eastern points and to Kansas City from points west, which is a matter of great moment with the live stock interests of this city, and which it is important should be accomplished at an early date.

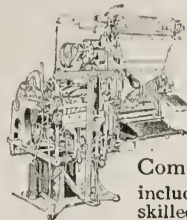
CAR EFFICIENCY—
INTENSIVE LOADING.

There will be an increased demand for box cars for several months to come and it will be to the advantage of all shippers to not only load cars to their carrying capacity, but to double and triple load cars wherever possible.

The conservation of a freight car is a substantial economy, for thereby facilities are afforded for carrying freight which otherwise would be perhaps difficult to transport.

If the freight traffic of this country within the next few months, when the grain movement is at its height, is to be moved without serious car shortage, it is up to the shippers to observe the utmost economies in the loading of equipment.

(Continued on Page 524.)

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TRAFFIC AND TRANSPORTATION.

(Continued from Page 523.)

MATTERS BEFORE DISTRICT COMMITTEES

Kansas City Committee.

Docket 891.—Proposed to change commodity description in various tariffs to provide for beer and cereal beverages, non-alcoholic beverages, flavored or phosphated, such as Gingerale, Root Beer, or Sarsaparillo (not including extracts of syrup) and waters, mineral or plain, carbonated and other than carbonated, at the rates applying on beer and cereal beverages in straight or mixed carloads; also to provide empty containers originally used in transportation of any of the commodities enumerated herein at the rates applying on beer or cereal beverage containers returned. (July 28.)

Docket 895.—Proposed to permit same stopping privileges on cereal beverages and other non-intoxicating beverages, also empty packages returned between stations in New Mexico and eastern points as now allowed on beer and beer packages. (July 28.)

Docket 896.—Proposed to amend S. W. L. tariff 74-C naming rates on melons, C. L., from southern producing points to authorize stopping in transit to partly unload at intermediate points in Kansas at a charge of \$.50 per car per stop. (July 28.)

Docket 897.—Proposed to cancel through commodity rates on sulphuric and muriatic acid, C. L., from Kansas City and St. Joseph, Mo., to Atlantic, Ga., Chattanooga, Nashville and Mt. Pleasant, Tenn. (July 28.)

Docket 898.—Proposed to establish commodity rate of 50c per 100 lbs. on scrap or waste paper, C. L., from Kansas City to Texas points, corresponding rates from Kansas Groups 1, 2 and 3. (July 28.)

Docket 811.—Proposed to define the territory on the P. C. C. & St. L. and C. C. C. & St. L. Rys. from which rule 745 W. T. L. Circular 1-N, defining the use of two cars for one for light and bulky articles, may be applied. (July 30.)

St. Louis Committee.

Docket 1047.—Proposed to cancel rule in A. T. & S. F. Circular 2030-A, and Mo. Pac. Circular 114-E providing that those companies will upon request of shippers load, block and brace shipments of automobiles at a charge of \$2.00 per automobile. Rule 27 of Western Classification to be applied in lieu thereof. (July 30.)

Docket 1050.—Proposed to cancel the applica-

tion of agricultural implement commodity rates on cream separators in mixed carloads with agricultural implements, which will result in the application of class rates on these articles in mixed carloads. (July 30.)

Omaha Committee.

Docket 81-A.—Proposed transit privileges on grain at Omaha from C. & N. W. stations in Nebraska to Kansas City and lower Missouri river points. Hearing now set for July 29th instead of July 23.

Docket 250.—Proposed to permit stopping in transit to partly unload carload shipment of flour from Lincoln, Neb. (July 18.)

Docket 306-A.—Proposed to permit transit on grain, at Omaha, South Omaha and Council Bluffs, from C. B. & Q. points in Nebraska, Memphis to Guide Rock destined Mississippi river and beyond at an additional charge of 1c per 100 lbs. (July 29.)

Docket 306-C.—Proposed to permit transit on grain, at Omaha, South Omaha and Council Bluffs, from St. Paul, Minneapolis and Minnesota. Transfer destined Kansas City and St. Joseph. (July 29.)

Docket 306-B.—Proposed to permit transit on grain, at Omaha, South Omaha and Council Bluffs, from all C. B. & Q. points in Montana, South Dakota, Wyoming, Colorado, Nebraska and Kansas destined Mississippi river and point east thereof. (July 29.)

Dallas Committee.

Docket 1022.—Proposed to cancel estimated weights on fruits, melons and vegetables now provided for in various tariffs applying in Southwestern territory. Weights to be determined by Western Weighing & Inspection Bureau. (July 24.)

New Orleans Committee.

Docket 383.—Proposed to establish on corn imported from Argentine rate 10c per 100 lbs. from New Orleans and sub-ports to Memphis, Tenn. (July 23.)

Docket 386.—Proposed to increase rates on mahogany lumber, C. L., from New Orleans, La., to Kansas City and other Missouri river points 5c per 100 lbs., to St. Louis 1c, Chicago 4½c, Milwaukee 2½c, various increases ranging from 1c to 5c to Eastern points. (July 30.)

Denver Committee.

Docket A-962.—Proposed to establish on zinc oxide, C. L., from Colorado common points and Canon City, Colo., to Missouri and Mississippi river points rate 4½c per 100 lbs., 50c to Chicago. (July 29.)

(Continued on Page 525.)

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The Business Men's Accident Association

W. T. GRANT, Secretary

Gumble Building

Both Phones Main 4243

TRAFFIC AND TRANSPORTATION.

(Continued from Page 524.)

RATES AUTHORIZED.

F. R. A. 8964.—Authorizes following rates on animal manure C. L. to Marion, Ark., from Kansas City 12½¢ per 100 lbs.; St. Louis 8½¢; Memphis 2½¢.

F. R. A. 9965.—Authorizes following rates on grain to Kansas City and other lower Missouri river points from Burlington and Southern R. R. stations, Burlington, Kingston, Huron, Oakville and Wapello, Ia., 14½¢ per 100 lbs.; from stations Grandview to Muscatine, Ia., inclusive 15½¢.

F. R. A. 9966.—Authorizes application of proportional rates on grain products from Omaha, etc., to Texas points via. A. T. & S. F. R. R.

F. R. A. 9970.—Authorizes following rates from Belleville and Phoenix, Ill., to Kansas City: On furnaces and furnace castings, C. L., 27½¢ per 100 lbs.; furnaces L. C. L., 44¢ per 100 lbs.; furnace castings, L. C. L., classified in Western Classification first class, 75¢; fourth class, 34¢. Like adjustment to other Missouri river points.

F. R. A. 9978.—Authorizes Mo. Pac. R. R. to amend its transit circular 2-0 to provide transit on grain and grain products at Kansas City, Atchison and Leavenworth moving on proportional rates from Council Bluffs, Ia., Omaha, South Omaha and Nebraska City to St. Louis, Carondelet, East St. Louis and intermediate points taking same rates.

F. R. A. 9999.—Authorizes fire brick rates shown in item 827 W. F. T. B. tariff 111-A on slabs, concrete or cement, reinforced. Building or roofing C. L. from Missouri river and other territories to Colorado common points.

F. R. A. 10179.—Authorizes export rates to Gulf ports from Chicago, St. Paul, St. Louis, Ohio River, Missouri River, Colorado, Utah, etc. Specific figures are not available at this time but further notice will be given as soon

as this information can be secured.

F. R. A. 10218.—Authorizes agent Leland to notice to provide for rates on "Cocoanut or Copra Oil Foots or sediment" based 5¢ per 100 lbs. higher than rates named therein on cottonseed soap stock and tank bottoms.

F. R. A. 10329.—Authorizes transit privileges at Kansas City and other refining points on vegetable oils from Pacific Coast points (domestic or import) to destinations beyond at a charge of 1½¢ per 100 lbs., in addition to amend his tariffs 4-B and 12-S on ten days' through rates.

Bell Main 681

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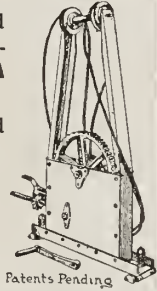
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Seventh and Wyandotte

Do you know

HERE is a recapitulation of the "Do You Know Kansas City" articles which The Kansas City Star ran on the front pages of their issues from June 8 to July 11, 1919. This series is so comprehensive and so representative of Kansas City that a fund has been raised by popular subscription to run this series, one a day for thirty-five days in one hundred and twenty of the leading newspapers of the country:

WHERE KANSAS CITY STANDS.

- | | |
|--|--|
| Winter Wheat—Largest primary market. | Railroad Mileage—26 per cent of Nation's mileage in Kansas City's trade territory. |
| Agricultural Implements—First in distribution. | Volume of Discount Paper—Second only to New York. |
| Railroad Center—Second largest. | Parks and Boulevards—Largest connected system in America. |
| Meat—Second in shipments. | Implement Jobbing—Last year 75 million dollars. |
| Flour—Third in production. | Coal—Just next door to Southwestern coal mines. |
| Motor Cars and Accessories—Third in distribution. | Purebred Cattle—Hereford capital. |
| Bank Clearings—Fifth. | Crackers—Third in production. |
| Grain Elevator Capacity—Fifth. | Telegraphic Business—Third. |
| Manufacturing—Tenth. | News Distribution—Center of largest Associated Press territory. |
| Population—Twentieth. | Population—Half million in Greater Kansas City. |
| Postal Receipts—Eleventh. | Black Walnut Lumber—First in manufacturing. |
| Hay Market—World's largest. | Broom-corn—America's supply in this territory. |
| Stock and Feed Cattle—World's largest market. | Motor Car and Tractor Education—First. |
| Soap—Third in production. | Home Ownership—In trade territory, 52 per cent. |
| Horses and Mules—Second largest world market. | Zinc—Largest field tributary. |
| Schools—First in buildings and equipment. | Lead—Second largest field tributary. |
| Fruit and Vegetables—Second in distribution. | Union Baggage Station—Largest and busiest outside New York. |
| Tributary Population—Ten million within ten hours' ride. | Residential Sections—Finest in America. |
| Butter, Eggs and Poultry—Third largest market. | Native Born Population—First. |
| Work Clothing—Second in manufacturing. | Swope Park—Third largest in America. |
| Clay Products—Largest producer. | Exclusive Railroad Mileage—First. |
| Lumber—First in distribution. | Diversified Resources—Agriculture, live stock, oil and minerals. |
| Seeds—Chief distribution point. | Wheat Production—In trade territory, ½ billion bushels. |
| Farming Territory—First. | Motor Cars—In Greater Kansas City, 33,181. |
| Mail Order Center—Passing New York for second place. | Liberty Loan Record—All oversubscribed in less than week each. |
| Oil—Gateway to world's greatest high grade oil district. | |
| Federal Reserve Bank—Most profitable outside New York. | |
| Kafir Corn and Milo Maize—Largest market. | |

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 30

KANSAS CITY, TUESDAY, JULY 29, 1919

Do you know

the Chamber of Commerce
is trying to solve
the Street Railway Problem?

Promoting Exposition Facilities
for Kansas City?

Investigating
Automatic Telephone Equipment?

Conducting Big Campaign
for Mail Improvement?

Advertising Kansas City Market
to 65,000 Merchants?

Negotiating for New Home?

Credit and support
the big public spirited men
who are doing these things.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

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PROGRESS TOWARD EXPOSITION BUILDING.

Although the last special meeting on exposition facilities for Kansas City was held on July 17, quite a few conferences have been held since then. The latest activity of the Board of Directors and special committee has been in connection with a proposed annex to Convention Hall, the full possibilities of which are now being developed. A definite proposition was received from the Convention Hall Directors, but this did not cover all of the points that in the judgement of the Board of Directors should be covered and it was therefore referred back for further development. It had been expected to have a report from the Convention Hall people by this time but it has not been received. It is likely to be forthcoming soon.

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PROMISE YOURSELF.

To be so strong that nothing can disturb your peace of mind.

To talk health, happiness and prosperity to every person you meet.

To make all your friends feel that there is something in them.

To look on the sunny side of everything and make your optimism come true.

To think only of the best, to work only for the best, and to expect only the best.

To be just as enthusiastic about success of others as you are about your own.

To forget the mistakes of the past and press on to the greater achievements of the future.

To wear a cheerful countenance at all times and to have a smile ready for every living creature you meet.

To give so much time to the improvement of yourself that you have no time to criticise others.

To be too large for worry, too noble for anger, too strong for fear, and too happy to permit the presence of trouble.

To think well of yourself and to proclaim this fact to the world—not in loud words, but in great deeds.

To live in the faith that the world is on your side so long as you are true to the best that is in you.

PEACE.

If we want Peace, we must help make it.

If we help not, we but forsake it;

Peace is a study, not contracted;

But earned by spirit, strong enacted;

Spirit of example, safe and sound

Daily followed where it may be found;

United Spirit, United Act,

In these alone is Peace a fact.

J. M.

Community Service

A FINE illustration of community service is being given by the members of the Committee of One Hundred citizens appointed by the Chamber of Commerce to inquire into and solve the difficulties of the Kansas City street railway situation. Almost without exception every man called upon to accept appointment on this committee has done so. In only one or two cases and these prompted by conscientiousness have there been doubts expressed regarding whether or not service should be given on this committee.

In several instances men have reported more or less extended absences from the city during the summer but these are not being considered sufficient justification to decline appointment. One man properly states that he is interested in the street railway company to the extent of ten shares of stock and while he would endeavor to be fair he thinks it but proper that he step out. In many of the replies a fine interest in the subject is expressed and there is every evidence of the committee conducting its difficult job in a serious and earnest way with but the thought of Kansas City's welfare in mind.

In appointing the Committee of One Hundred the Board of Directors of the Chamber did so in response to a general request that something be done, but more directly as the result of a resolution emanating from the Real Estate Board, asking directly for the appointment of such a committee to bring the street railway company and the city administration together.

The personnel of the committee was most carefully chosen to represent and act for Kansas City in a matter so vital to its future. As far as possible no one was put on the committee who is known to have extremely radical views one way or the other. There is a more

(Continued on Page 530.)

Tomorrow

THE following editorial from the Kansas City Journal of July 17 is well worth running here for the benefit of every member who may not have read it. Anything that points the way to Kansas City of tomorrow and to thoughts along lines of progressive development should be thoughtfully considered whether it pertains to the physical, commercial or any other side of the city.

KANSAS CITY OF TOMORROW.

Kansas City is a rapidly growing and lusty youngster that has reached the interesting but trying age when nothing fits and anxious friends and relatives are exasperatingly free with advice. This municipal subject is bursting out at the seams. It needs its hair cut, its teeth fixed and its tonsils removed. In fact, the growing boy offers a proper parallel. Nobody is concerned about the health of Kansas City. It eats regularly every time it gets the chance; it runs and plays and tears its clothes. It torments the neighbor's cat and picks up all manner of noxious pets of its own. But the prospect of manhood and maturity looms in the near future. Kansas City must think of what it is going to do and how it is going to do it.

There is no more alert or useful agency of municipal progress than the **Chamber of Commerce**, and to this body of enterprising citizens is given the great opportunity to see that Kansas City gets along. Kansas City has outgrown its streets, its transportation system, its police department and it needs new and roomy clothes that will stand the wear and yet be more presentable than the childish rompers it has known heretofore. In other words Kansas City stands today on the threshold of a magnificent future and there is urgent need for preparing for the development that will come. The **Chamber of Commerce** has realized these things, and as a preliminary duty this organization is preparing to conduct investigations of three great public necessities—the street car situation, the question of automatic telephones and improvement of the postal service. But this is only the beginning, a rather good beginning it is true, but hardly more than that.

The transportation system, it is agreed by all parties concerned, has broken down. It is not serving the needs of the city at the present time and absolutely no hope is held out for the future. Most of the discussion of the street car situation up to this time has been in the nature of providing for the city's needs as they now exist. But that is a shortsighted and wholly impractical way of going about it. Kansas City is thinking about half a million people. When it reorganizes its municipal facilities to take care of this half million people, it will find that the half million has grown to a million.

Why not place Kansas City upon a mil-

(Continued on Page 530.)

COMMUNITY SERVICE.
(Continued from Page 529.)

serious and practical problem to solve than just the length of time a person has to stand on a street corner waiting for a car, the number of jitneys operating in Kansas City, the kind of equipment, etc. These are the results of a condition that has to be remedied rather than the main factors.

This is evidenced by the Chamber of Commerce of the United States having recently asked all of its organization members to appoint committees of their ablest business men to consider the whole proposition of public utilities and their difficulties as a national problem. The point of view of this committee in approaching the question is to determine the solution that will in the last analysis be for the permanent advantage and best interest of the car riding public, the community served and the industries whose workers must use street cars for transportation between their homes and their work, as well as for the multitude of investors in public utilities securities.

President Wilson just a few days ago appointed a Special Federal Committee to canvass and report upon the condition of street railways throughout the country. The two national agencies are working closely one with the other.

With the Federal government, National Chamber and local chambers all cooperating to seek the solution of conditions that are upsetting municipalities generally, surely will relief be found.

TOMORROW.

(Continued from Page 529.)

lion-people basis at the start? That would mean that by the time these great improvements are ready they would be adequate for a few years at least. The street car service could be patched up, no doubt. But Kansas City cannot escape the fact that nothing but a subway system in the down-town section will do for the future. Anything else in the way of transportation innovations would be merely expedients affording temporary relief. And this idea includes every other municipal utility and provision. Building now, to correct the vexations of today, is a means of never catching up.

**INDEBTED TO
CHICAGO ASSOCIATION.**

The cuts of the National Chamber of Commerce building appear on pages 531 and 532 through the courtesy of the Chicago Association of Commerce.

**WORKING FOR IMPROVEMENT
OF MAIL SERVICE.**

If every business man called on by the Committee on Postal Efficiency, working in conjunction with the Postmaster for assistance in securing improvement of the mail service responds, great improvement of service is sure to result.

A letter has gone to a thousand of the biggest mail sending and receiving establishments in Greater Kansas City asking their co-operation. This emphasizes the opportunity for influencing something that is susceptible of great improvement. The letter sent out last week reads in part as follows:

"The Post Office Department at Washington and the Chamber of Commerce of the United States have effected an arrangement whereby the fifty leading cities of the country will unite in a nation-wide effort to eliminate delays to mail and to effect improvements. All of this in a co-operative way.

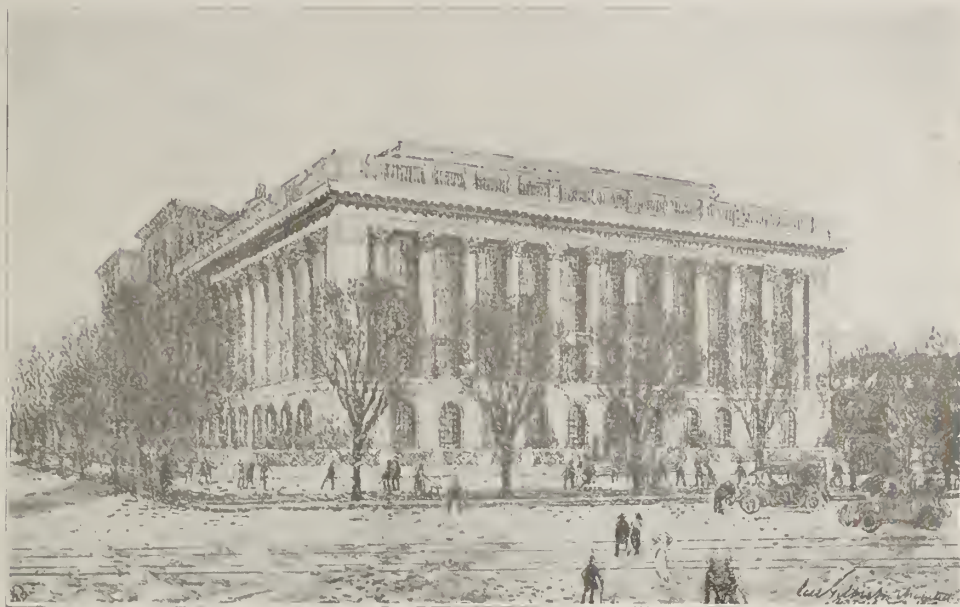
"In Kansas City the Postmaster and Postal Efficiency Committee of the Chamber of Commerce are working together, the Postmaster under the direction of the First Assistant Postmaster General and the Chamber of Commerce at the request of the National Chamber.

"Our plan is to secure the cooperation of a few of the larger business establishments in Greater Kansas City. We would like to have you make immediate reply on the enclosed card that we will have your interest and cooperation. Will you designate some responsible person in your organization, whose responsibility this will be, and with whom we may communicate, and who will attend meetings if necessary?

"In addition to returning the card, we would ask that you have this person prepare and mail at once a statement of any dissatisfaction with mail service with any suggestions for improvement, addressing Postal Efficiency Committee. Wherever possible envelopes should be furnished in support of complaint. We first want a quick survey of general conditions. Let us have it at once please as we are required to report at Washington what the conditions are at Kansas City."

Kansas City should leap forward to the time that is really not long in the future, when it will require metropolitan advantages, and every plan adopted should be sufficiently elastic to permit enlargement and development. Kansas City should stop to think of its business as being circumscribed by Twelfth street and the river, Grand avenue and the state line. Kansas City's business district to all intents and purposes extends from Thirty-first street north and Woodland avenue west.

National Chamber Will Build Home In Washington



Memorial Building to be erected by the Chamber of Commerce of the United States.

TO COMMEMORATE the part of American business in the great war and to adequately house and provide the necessary facilities for the headquarters of business men at Washington, the Chamber of Commerce of the United States will erect a building of its own. This in line with action taken at the recent convention of the National Chamber held in St. Louis.

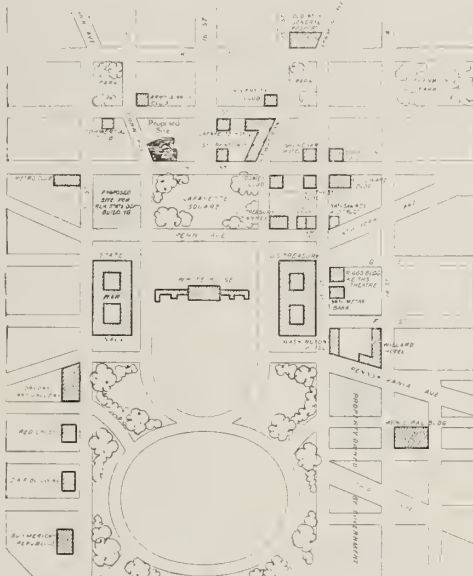
In addressing the convention on the subject Mr. Harry A. Wheeler of Chicago, the retiring president, said: "This building should be constructed in commemoration of the part played by American business in the war and should stand as a monument to American industry and its helpfulness in carrying out the war program and in making possible the splendid achievements of our military and naval forces."

An option on the W. W. Corcoran resi-

dence on the corner of Connecticut Avenue and H Street has been secured and it is planned to close the deal before September 1, with the intention of beginning construction as soon thereafter as possible. The project is in the hands of a special committee consisting of L. S. Gillett of Minneapolis, Harry A. Wheeler of Chicago, Homer L. Ferguson of

Newport News, now president of the National Chamber; W. L. Clause of Pittsburgh and Charles Nagel of St. Louis.

The value of the real estate, bearing as it does the home of one of Washington's most distinguished citizens, is \$775,000. On this it is proposed to erect a building to cost from one and one-half to two million dollars. The building will be five stories high and its architecture will harmonize with that of Government buildings in that vicinity.



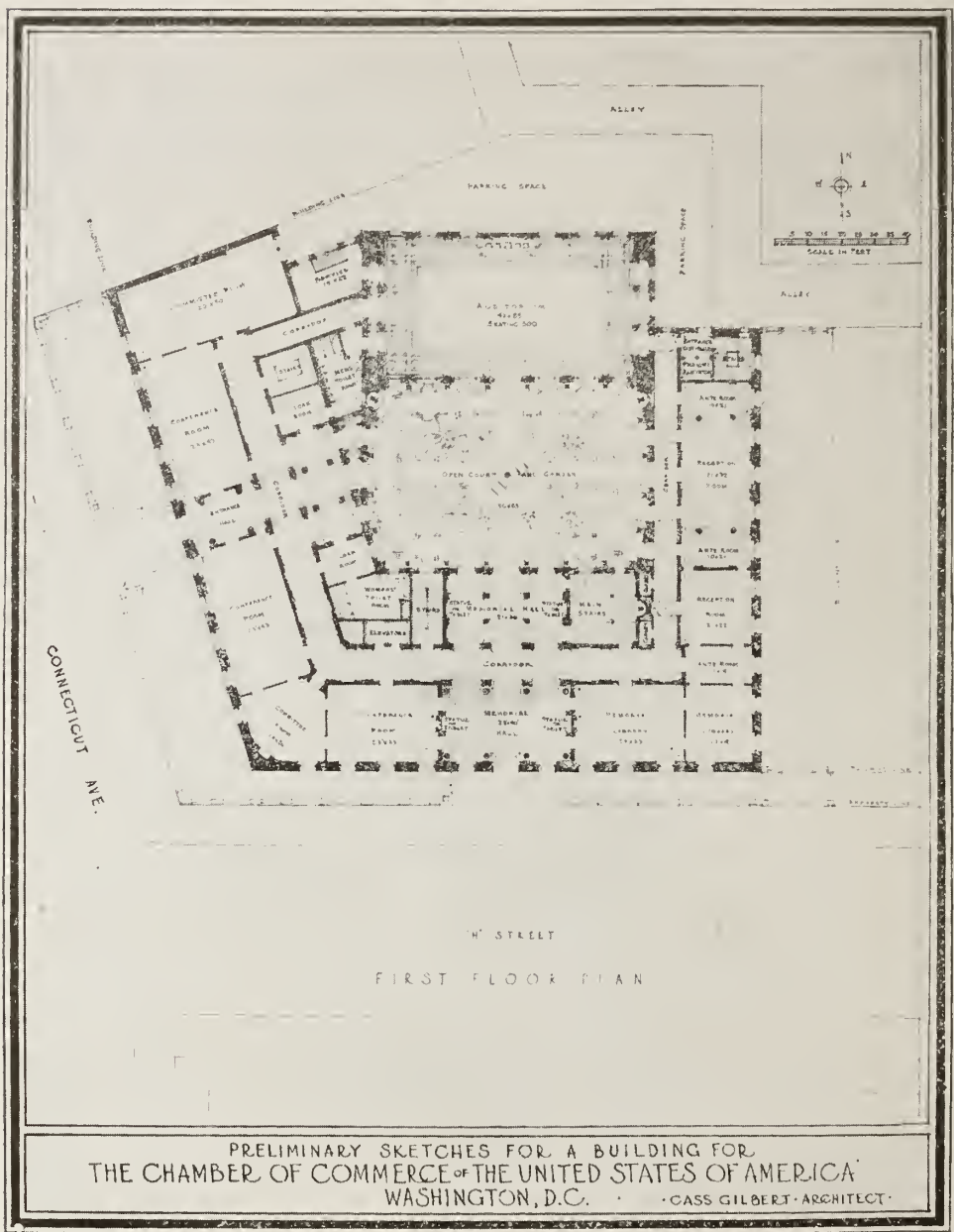
NATIONAL CHAMBER.

(Continued from Page 531.)

The Washington Star, discussing this interesting undertaking of American business, expresses gratification over the enterprise and says:

"A sufficiently commodious building could

have been erected for much less money than is proposed to expend for this splendid home and on a cheaper site than that selected, or a business building could have been erected permitting an income. The Chamber of Commerce of the United States, however, has chosen the public-spirited course of a liberal expenditure for an expensive building on a commanding site and in conformity with the projects of



First floor of headquarters building of national chamber, showing entrance facing Lafayette square and White House; memorial hall, conference rooms and auditorium.

RESUMPTION OF TRADE WITH GERMANY.

The War Trade Board Section of the Department of State announces that a General Enemy Trade License has been issued authorizing all persons in the United States, on and after July 14, 1919, to trade and communicate with persons residing in Germany and to trade and communicate with all persons with whom trade and communication is prohibited by the Trading with the Enemy Act; **subject, however,** to the following specific limitations and exceptions, to-wit:

1. The above mentioned general license does not authorize the importation into the United States from Germany or elsewhere of dyes, dyestuffs, potash, drugs or chemicals which have been produced or manufactured in Germany.

2. The above mentioned general license does not modify or affect in any respect present restrictions against trade and communication between the United States and Hungary or that portion of Russia under the control of the Bolshevik authorities.

3. The above mentioned general license does not authorize trade with respect to any property which heretofore, pursuant to the provisions of the Trading with the Enemy Act as amended, has been reported to the Alien Property Custodian or should have been so reported to him, or any property which heretofore, pursuant to the provisions of said Act, the Alien Property Custodian has seized or has required to be conveyed, transferred, assigned, delivered or paid over to him.

MANUFACTURER'S AGENT WANTED.

The Corol Company, Chicago, Ill., manufacturers of anti-rust compounds, desires to communicate with a manufacturer's agent to handle their product in this territory.

NATIONAL CHAMBER.

(Continued from Page 532.)

the architectural development of the capital. For this proceeding the organization and its administrative officers are to be warmly thanked."

Not only will Kansas City members of the National Chamber be pleased to learn of the progress already made toward a national headquarters for American business, but it must be interesting to every member of the Kansas City Chamber. It marks a new step in the progress of organized business, and the intention to establish headquarters at the National Capital is evidence that it is proposed to keep closely in touch with the executive, legislative and administrative branches of the Federal Government.

SUBSTITUTE FOR THE SALOON.

The coming of national prohibition has aroused a great deal of discussion in various cities of the country as to what should be the substitute for the saloon. The saloon has been called the "poor man's club" and there is a feeling that doing away with it will bring about a great social disturbance.

In Minneapolis, the Civic and Commerce Association has recently made a study of this entire matter as it affects that city. The results of the study are interesting. In brief the conclusions are:

First, that the passing of the saloon will not produce a serious problem so far as the use of property is concerned;

Second, the elimination of saloons will not create a social problem to the extent that has been often stated;

Third, the resident man who has been in the habit of lingering in the saloon will spend more time at home and can be taken care of by existing recreational facilities if they are somewhat expanded;

Fourth, the transient laborer will require special facilities to take the place of the saloon.

Increased lounging facilities in lodging houses and a co-operative effort by existing agencies to extend recreational facilities are recommended to care for this class of man.

Fifth, one of the chief losses is the loss of the public comfort station which every saloon constitutes. Additional municipal stations are urged to supply this need.

In general, it seems that the situation will not be a serious one and that existing agencies can readily take care of the need by extending their facilities to some extent. The general need for an extension for recreational facilities exists without reference to whether there are saloons or not.

The conditions given in the Minneapolis report compare very closely with those in Kansas City and it is probable that the situation is about the same here.

BUREAU OF STANDARDS.

The federal bureau of standards, which has issued statements at intervals during the war on important scientific and technical activities of the bureau, will issue periodically similar statements to acquaint the engineering and industrial interests of the country with the bureau's work. This series will be available to a limited mailing list of scientists, engineers and industries, also scientific and technical libraries.

Ready to Start on Good

**JULY GOOD FELLOWSHIP TOUR.**

The Good Fellowship Tour, under the auspices of the Y. M. D., July 18 and 19, through the central part of Kansas, was one of the most successful trips of the year from every standpoint. In all of the 18 cities visited receptions were prepared in advance both by the officials of the trip and the community, and the programs were carried to a successful conclusion.

The spirit of the trip was co-operation.

Trippers moved on a schedule and arrived at the noon and night controls exactly on time in every instance.

The receptions in the several cities were so cordial that it was difficult for the trippers to get away on time.

The entertainment at Emporia was particularly noteworthy because it was the first time that a community had turned out practically the entire membership of its Chamber of Commerce as a reception committee, and also because the trippers were entertained with dinner and breakfast at the Country Club. The Emporia reception was also noteworthy because the principal address of the evening was made by Honorable William Allen White who took the occasion to make his first public address on the Peace Conference, after his return from Europe.

The motor cars moved with the precision of a well equipped and well managed railroad. The only delay on the entire trip occurred at Olathe where Kansas City's good neighbor refused to let the trippers proceed at the hour scheduled. The trippers were glad of the delay because of the excellent entertainment afforded at Olathe.

As a climax of the trip, all who made the journey are invited to the Meadow Lake

WHO WANTS THIS \$200 PRIZE?

An opportunity for some resident of Kansas City to win \$200 cash is presented by the news from the Chamber of Commerce of Gloversville, N. Y. that the sum of money is offered as a prize for an appropriate slogan. Details of the contest can be secured from the Chamber of Commerce office here.

This contest is part of a national publicity campaign that has been launched by Gloversville in the interest of the glove manufacturers and will include bill board, magazine and newspaper advertizing.

INDUSTRIAL OPPORTUNITY.

Koran Gomei Kaisha of Arita, Saga-Ken, Japan, manufacturers and exporters of porcelain goods have forwarded several circulars, giving a list of articles manufactured. Members interested may secure this circular from the Industrial Department.

WANTED—**REAL ESTATE MAN.**

The Giesy Company, Salt Lake City, desires to communicate with local parties interested in real estate loans in the State of Utah on office, hotel, commercial and apartment buildings.

Golf Club as dinner guests of Mr. W. B. Henderson, of the National Life Insurance Company of Montpelier, Vermont, tomorrow, Wednesday night. This was Mr. Henderson's first experience on one of the automobile tours and he was so pleased with the spirit of good fellowship, that it is his desire to prolong the good fellowship of the trip for at least one more dinner.

Many of those who made the trip are making reservations for the September trip at which time the ladies will be guests.

Yachtship Tour July 18-19

(Photo by Anderson, K. C.)

SPECIAL Y. M. D.
LUNCHEON.

The Y. M. D., will follow out its usual booster program by featuring an unusual tennis tournament at its Wednesday luncheon. For thirty years the Western Sectional Doubles and the Western Championship match has been held in Chicago. This year Kansas City has been given this honor and during the week beginning July 28, many tennis notables will be in the City. While the word, "Former Champion" is placed behind several names, it means that they were out of this country engaged in war work and were not able to defend their titles.

In this aggregation will be a number of prominent women players, and it is the intention of the Y. M. D. to give them a rousing reception. The Y. M. D. has featured the Kansas City Blues, Electric Park, and now will lend support to this popular game.

In honor of the women players the members of the Chamber will be asked to bring their wives and friends. A program will be provided which will add interest to the meeting and will prove entertaining to all.

A partial list of those expected is here given:

Joseph F. Armstrong, Minneapolis, Northwest Champion.

Heath Byford, Chicago, Formerly Western Champion.

Theo. Drewes, St. Louis, Missouri State Champion.

A. L. Green, Chicago, Chicago Champion.

Wm. Johnston, San Francisco, Formerly National Champion.

Vincent Richard, New York, National Champion.

Alex Graven, Robert Kinsey—Runners up on the Clay Court, California.

Miss Corrine Gould, St. Louis, National

STANDARD ELECTRIC
STOVE COMPANY.

If efforts now being made by representatives of the Standard Electric Stove Company of Minneapolis, in the sale of approximately \$120,000 worth of stock are successful, Kansas City will secure the manufacturing plant of this company. The company manufactures electric cook stoves of which there are more than 300 in Kansas City.

Working with representatives of the above named company are several local business men who have recently become stockholders in the company and who are interesting themselves in the further placement of stock in Kansas City in order to secure this industry.

This is a proposition that has been before the Industrial Department for some time, and the company has assured the department that they will locate in Kansas City if this stock sale is put through. The Industrial Department, however, has not the necessary machinery, nor do they consider it a proper function for it to undertake the actual sale of stock in any concern. The Department has a complete file on this subject which is available to any member interested.

PICK UP IDEAS

When away on a vacation and visiting other cities, members should have their eyes and ears open for good ideas that might be applied in Kansas City. Send them to the general secretary.

Clay Court Champion.

Miss Mary K. Vorhees, Evanston, Ill., Former Western Champion.

Miss Margaret Davis, St. Paul, Minn., Northwestern Champion.

Resolutions for Public Work.

Sent To the Board of Public Works For Adoption July 22nd, 1919.

Sewer.

District Sewers in Sewer District No. 409, Div. No. 5.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORK.

Sent To the Board of Public Works For Adoption July 22nd, 1919.

Concrete Gutter.

Locust Street west side from south center line 59th to north center line 60th.

Concrete Curbing.

50th both sides from Broadway to east line Central.

Concrete Sidewalk.

Hardesty east side from 24th to 25th.

Mersington both sides from Eunice to 30th. Missouri Avenue north side from Woodland Ave. to point 150 feet east.

South Benton west side from 70th to 71st.

69th south side from Prospect Ave., to Agnes.

75th Street south side from Penn to a point 240 feet east.

Concrete Pavement.

50th Street from Broadway and Wornall Road to Central.

WORK TO BE DONE BY KANSAS CITY WITHOUT CONTRACT.

Repairing and Maintaining Asphalt Pavement.

11th Street from Forest to Woodland.

14th Street from Campbell to the Paseo.

Forest Avenue from 9th to 10th.

Garfield Avenue from 34th to 35th.

Illinois Avenue from 12th to Alley next north 15th.

Mercier Place from north line lot 26 block 2 Whipples 2nd. Add. to Cliff street.

St. John Ave., from west line Drury to Belmont.

12th Street from Prospect to Montgall.

Tracy Avenue from 9th to 11th.

Tracy Avenue from north line 11th to 13th.

Tracy Avenue from 13th to 15th.

Tracy Avenue from 15th to south line 17th.

Woodland from north line 38th Street east to 43rd.

Repairing and Maintaining Brick Pavement.

Lydia from 15th to 18th.

Repairing and Maintaining Concrete Pavement.

Poplar from 20th to 24th.

Hearing of Property Owners August 5th, 1919.

LIST OF RESOLUTIONS FOR PUBLIC WORK

Sent To the Board of Public Works For Adoption July 18th, 1919.

Sewers.

District sewers in Sewer Districts No. 473 Div. No. 5.

District Sewers in Sewer District No. 482 in Div. No. 5.

Grading.

Spring Street from Wyandotte Street to Main Street.

Alley between Admiral Blvd. and 8th Street from Lydia to Independence Blvd.

Concrete Gutter.

57th Street both sides from right-of-way of K. C. & W. Belt Ry. to west line Oak.

Concrete Curbing.

Oak both sides from south line 56th to south line 59th.

Concrete Sidewalk.

College Avenue east side from south line 50th to north center line 51st.

54th north side from east center line Bellefontaine to west line Walbrand Avenue.

MAKE BIG PLANS.

At the National Conference on City Planning held at Niagara Falls, and attended by many secretaries of commercial organizations, a placard was prominently displayed with the following wording:

"Make no little plans; they have no magic to stir men's blood and probably themselves will not be realized.

"Make big plans: aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever-growing insistency.

"Remember that our sons and grandsons are going to do things that would stagger us.

"Let your watchword be Order and your beacon Beauty."

57th south side from right of way of K. C. & W. Belt Ry., to west line Oak.

Oak east side from south center line 56th to 115 feet north of 59th.

Combined Concrete Paving and Curbing.

71st Street from east line Prospect Avenue to west line Agnes.

Concrete Pavement.

Indiana Ave. from south line 40th to south line 43rd.

Bituminous Macadam Pavement.

49th Street Terrace from east line The Paseo to west line Highland.

59th Street from east line The Paseo to west line Woodland.

Highland Ave. from south line 49th to north line 50th.

Rock Hill Road from east line Oak to north line 41th.

WORK TO BE DONE BY KANSAS CITY WITHOUT CONTRACT.

Repairing and Maintaining Asphalt Pavement.

Harrison Street from south line 15th to north line 18th.

St. John Ave., from west line Norton to east line Chelsea.

30th Street from east line Main St., to west line Warwick Blvd.

Repairing and Maintaining Concrete Pavement.

27th Street from east center line Main to west line Oak.

Repairing and Maintaining Macadam Pavement.

McGee Street from south line Armour to north line 36th.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORKS.

Sent To the Board of Public Works For Adoption July 18th, 1919.

Joint District Sewer No's. 462, 476 and 500 in Div. 5.

Asphaltic Concrete Pavement.

32nd Street from east line Indiana Avenue to east line Bales Avenue.

Bituminous Macadam Pavement.

Locust Street from south line 59th to north line 60th Street.

Brick Block Pavement.

Alley between Main and Walnut from 2nd. to 3rd.

Alley between Delaware and Main from 5th to Missouri.

(Continued on Page 538.)

Visiting Kansas City's Industries.

Stowe Supply Company.



THE Stowe Supply Company was organized in 1889 as the Stowe Brokerage Company. In 1904 the business was purchased by Mr. Edward O. Feath, now President of the company. It is located in what was formerly known as the Studebaker Building at 13th and Hickory, where a large part of the 150,000 square feet of floor space contained in the building is said to be already in use by this company.

The business is exclusively wholesale and the lines carried are sold entirely to the retail hardware, implement and lumber dealers. It is said to be one of the largest of its kind in the entire Southwest, 18 salesmen being employed to cover the states of Kansas, Missouri, Oklahoma, Arkansas, Texas, New Mexico, Arizona, Colorado and the eastern portions of Nebraska, and Iowa. There are 745 office and warehouse employees, and

a catalog with more than 600 pages is of the building, which is said to be the best of its kind in the country showing similar lines of goods.

WHOLESALE USE STAR "DO YOU KNOW" ADS.

Sixty-five thousand booklets, six by nine inches in size, will carry to that many merchants in Kansas City's trade territory the striking little "Do You Know" advertisements of what Kansas City is as a market for the products of the Southwest and a market for what the Southwest needs in manufactured lines.

Just enough of an advertisement of Kansas City as the market of the Southwest will be added to lend weight to the booklet as an advertisement of Kansas City along selling lines, but without detracting from the forcefulness of the original "Do You Know" items. These are being gotten out now by the Industrial Department of the Chamber.

The territory to be covered by this attractive advertisement is Southwestern Iowa, Western Missouri, Southern South Dakota, Southern Montana, Nebraska, Kansas, Oklahoma, Northern Arkansas, Texas, Colorado, Wyoming, Utah, New Mexico, Arizona and Southern Idaho.

CANADIAN INDUSTRIAL CONGRESS.

Announcement has just been made by the Alberta Industrial Association, Calgary, Canada, of plans for an Industrial Congress to be held at Calgary August 13-14. The Congress will include a tour of the province by special train, commencing at Medicine Hat, August 11.

The purpose of the Congress is largely educational along industrial and commercial lines. Speakers already secured include Mr. Henry Ford, Mr. A. R. Erskine, president of the Studebaker Corporation; Mr. Harold McCormick, president of the International Harvester Company, and others of equal national importance.

Included in the subjects which will be discussed are: Western Markets, Western Industrial Development, Oriental and Pacific Trade, Labor, Western Resources, Western Transportation, and the Future Industrial Alignment.

Members of the Chamber are invited to attend.

"PRINT YOUR NAME."

The following copyrighted article by Dr. Frank Crane the author, in regard to the way the average business man writes his signature on his correspondence is so sound that Dr. Crane was asked if The Kansas Citian might publish it. Dr. Crane has been kind enough to give his permission for the benefit of the members of the Chamber of Commerce:

PRINT YOUR NAME.

Please, please, Mr. Man, and also Mrs. Woman, I implore you on bended knee, sign your name to your letter with the typewriter.

I value your signature. Yea, admire it. It is so characteristic of you, has so much individuality and all that. But I can't read it.

There's the rub.

Your name, of course, is familiar to you. Since earliest childhood you have heard yourself designated as J. H. Nameslinger. You have seen it written so often, you have read it upon writs and duns, you have noted it in catalogues, you have read it on your front door, on your pew in church and on your place card at the banquet table, and it is doubtless to you old stuff, stale, flat and unprofitable, so that you may be pardoned when you shrink from spelling it out and writing it plainly. Your modesty becomes you. Your shyness bears witness to the fineness of your nature. Indeed, I would tell you so, only, as I said, I don't know who the Sam Patch you are, except that the post mark on your envelope discloses that you wrote me from Waynesville, either Ga., Va., or Pa.

I note you demand an instant reply, and are somewhat peeved that I did not answer promptly your last letter, and you want to know whether I am a coward or what. I don't know, J. H. (or it may be I. N. or J. V.), I don't know. There are several folks I am afraid of, and you may be one of them. I don't know who you are. If I only knew your name I might return you scorn for scorn, or cringe before your wrath, or something.

You did well with the body of your epistle. It was typewritten. I can read print. But when you came to your name, Mr. H. T. Narmsteller, or maybe M. J. Hapsdinger, or I. N. Martineau, in the excess of your emotion you wrote it in characters that only a prescription clerk could decipher.

Next time have the typewriter girl sign your name with the machine. Then if you want to add that personal touch and show you are not afraid to stand for all that has been written you may add your mark.

In this letter, Mr. T. J. Rathskeller (the office boy says it's U. R. Henfeather), I may have seemed to be a bit forward. If I realized to whom I was writing I would not perhaps have dared to criticize you. But that's it, that's it, friend Nickcarter. I don't know who you are.

And the pleasure, I assure you, is all mine.

(Copyright, 1919, by Frank Crane.)

WHAT IS AN EXECUTIVE?

In determining the essential qualities of an executive, a list of essentials, prepared by Dean Joseph French Johnson, Frederick W. Taylor, Hugh Chalmers and H. Gordon Selfridge, was submitted to groups of sales managers, advertising managers, general managers, purchasing agents, auditors, treasurers, lesser executives, young business men and members of employment managers' associations. Each individual receiving a list was asked to indicate in a space opposite the respective qualities the degree of importance which he attached to that particular quality. The answers of 276 business men result in the following table:

1. JUDGMENT.
(Reasoning ability, accuracy in conclusions, ability to profit by experience.)
2. INITIATIVE.
(Alertness, imagination, originality, independence in thinking.)
3. INTEGRITY.
(Truthfulness, honesty, sincerity.)
4. ORGANIZING ABILITY.
(Systematizing, classifying according to functions, planning and delegating.)
5. HEALTH.
(Bodily vigor, good sight, hearing, etc., included.)
6. PERSEVERANCE.
(Industry, ambition, concentration.)
7. AGGRESSIVENESS.
(Energy, courage, domination of will.)
8. OPEN-MINDEDNESS.
(Reasonableness, teachableness, openness to new ideas.)
9. CO-OPERATIVENESS.
(Unselfishness, kindness, cheerfulness, tact, loyalty.)
10. COMPETITIVENESS.
(Interest in playing the business game.)
11. CONTROL OF EMOTIONS.
(Freedom from outbursts of anger or touchiness.)
12. REFINEMENT.
(Courtesy, manners, general culture.)
13. APPEARANCE.
(Well-groomed appearance, good carriage, pleasing facial expression, etc.)
14. SENSE OF HUMOR.

PUBLIC WORK.

(Continued from Page 535.)

Alley between 5th and 6th from May to Central.

Alley between 9th and 10th from Alley between Wyandotte and Baltimore to Baltimore.

Alley between Wyandotte and Baltimore from 9th to 10th.

Hearing of Property Owners August 5th, 1919.

Traffic and Transportation

BILL OF LADING HELD UP.

A special United States Court, sitting in New York, has granted a preliminary injunction forbidding the execution of the Interstate Commerce Commission's order prescribing modified conditions and changes in the bill of lading; and the commission has issued an order, postponing until further notice, its orders in the bill of lading case, which were to become effective September 8.

This means that the new form of bill of lading will not be made effective September 8 unless the injunction be dissolved, but as it seems the course of proceeding now will be to appeal the matter to the Supreme Court, of the United States, whose decision it is anticipated cannot be rendered before next March or April, shippers in the meantime can use their present forms of ladings. If the Supreme Court reverses the lower court, the bill of lading may perhaps go into effect some time next spring, but if the Supreme Court affirms the decision of the lower court, it may be several years before the change in the bill of lading will become effective, as it will be necessary for Congress to enact legislation.

In the meantime, however, it seems sure shippers will have an opportunity to use up their present supply of bills of lading.

Orders placed for supplies of the new form, should be held in abeyance; and shippers who find it necessary to replenish their stocks, should place orders sparingly for supplies of the present form.

MEMPHIS-SOUTHWESTERN CASE.

The tentative report of the Examiner for the Commission in the Memphis-Southwestern investigation, recommend radical changes in the rate structure in the Southwestern section, resulting in advances from and to Kansas City and other points.

Commodity rates between New Orleans and Missouri river points will be made by combinations on St. Louis. Rates to Wichita, Kans., are to be the same as to Kansas City, with other points in Kansas adjusted over Kansas City. A scale of class rates is prescribed in Southwestern territory, which will result in material advances, the class rates between Kansas City and Memphis being increased from the present rate of \$1.00 first class to \$1.20 first class, with the lower classes advanced accordingly. The Examiner finds that the contention of actual or potential water competition on the Mississippi and Missouri Rivers, as a factor in holding down the rates to Missouri River points, is unwarranted, and that the lower adjustment of rates to the Missouri River results in unjust discrimination against Kansas points, such as Wichita, Hutchinson, etc.

The parties to the case are given to September 1st to file their exceptions to the proposed reports.

This case is a very important one, having been in progress before the Commission about 1½ years. It was recently submitted on brief, the brief filed for Kansas City, containing some 200 pages, and opposing the advances sought by the carriers.

RELIEF FOR DROUGHT-STRICKEN TERRITORY.

Recognizing the far-reaching distress brought about by the severe drought conditions in Montana, Wyoming and western North Dakota, which has resulted in practically eliminating all suitable pasture for great quantities of live stock and threatened their destruction, the Railroad Administration have authorized special reduced rates, effective immediately, both for the transportation of feed into the affected area and for the transportation of live stock to feeding grounds or market. These concessions have been made necessary, by conditions of exceptional severity existing over an extremely large area and afford the only possible means of relief.

It is believed that the plan adopted will result, not only in making possible the saving of the live stock affected but will also permit re-stocking the ranges next spring.

The rate concessions consist of applying half the regular charges on shipments of all classes of stock feed into the drought area; also a material reduction in the rate on cattle and sheep shipped to outside grazing points and returned next spring when grass is again available. Special concessions have also been granted under which immature stock in this district may be shipped to grazing and feeding points in other states and forwarded to permanent markets at any time within a period of one year.

RATE ADVANCE.

It is reported that the Railroad Administration may announce a general advance in freight rates in the near future.

THROUGH CAR FROM SOUTHEAST.

The Southern Railway is now operating through merchandise cars from the Carolinas, concentrating over Spencer Transfer, to Kansas City. Cars move via the Southern Railroad to East St. Louis, thence via the Mo. Pac.

CONFERENCES, SOUTHWESTERN CLASS RATES.

The Director of Public Service has wired that a conference of all parties will be held at Washington, July 30, to consider interstate class rates between Oklahoma on the one hand, and Missouri, Kansas and Arkansas on the other, in territory where jobbers rates now apply.

CONFERENCE CRUDE PETROLEUM RATES.

The Director of Public Service has wired that a conference of all interested parties is called for Washington, July 29, to discuss proposed establishment of mileage basis rates on crude petroleum, recommended by Western Committee, for application state and interstate, in Texas, Oklahoma, Kansas and Louisiana, and also between those states on the one hand and Missouri river points, Natchez, Vicksburg and Ft. Smith.

(Continued on Page 540.)

TRAFFIC AND TRANSPORTATION.

(Continued from Page 539.)

MATTERS BEFORE DISTRICT COMMITTEES
Kansas City Committee.

Docket 821. Proposed to amend item 5870-A, U. P. Circular 100-A, applying at Kansas City, Mo.,-Kans., and Leavenworth, Kans., by substituting the term "Reconsignment Charge" for the term "Switching Charge" of \$2.00 per car on track grain and hay, carload. (Emergency.)

Docket 823. Proposed to establish following rates on grain screenings, C. L. from Minneapolis, Minn., to (Aug. 1.)

	Present	Proposed
Tarkio, Mo.	19½	12
Kansas City, Mo.	19½	13

Docket 824. Proposed to amend rules covering absorption of reconsigning charges on grain, grain products, seeds, alfalfa feed and prepared stock feeds at Kansas City, Mo.,-Kans., to provide uniform application for all lines to the effect that reconsigning charges on any inbound commodity going into prepared stock feed, not medicated will be absorbed when the finished product is forwarded. No change proposed in present 90% requirement and restrictions as to destination territory. (Aug. 1.)

Docket 827. Proposed to provide transit privileges at Kansas City, Mo.,-Kans., on grain, grain products, etc., from Missouri river points and Des Moines, Ia., to points in Texas and Louisiana where through rates are applicable via Kansas City in connection with the M., K. & T., R. R. to points in Oklahoma named in M., K. & T., tariff 4465-A. (Aug. 1.)

Docket 829. Proposed to cancel the provision of item 1430, M., K. & T., tariff 3100-E, that rate named on cull or windfall apples from Parker, Kans., to Kansas City "only apply on apples for cider and vinegar purposes" and provide that a certificate showing character and quality of the apples will be furnished by shippers when required. (Aug. 1.)

Docket 833. Proposed to provide for same rates on silicate of soda, in bulk, carloads, from Kansas City and other Missouri river points to New Orleans and points taking same rates as now in effect on this commodity in packages. (Aug. 1.)

Omaha Committee.

Docket 307. Revision to extend transit from C. P. & Q. territory west of Missouri River at Omaha. Some territory no charge, other territory 1¢ additional charge. (July 29.)

(Continued on Page 541.)

FIDELITY OIL COMPANY

1428 McGee St. Kansas City, Mo.
Home Phone Main 1155.

Quality and Service our Motto. The home of genuine Pennsylvania Oil. Oils for all makes of cars.

Call us and leave the rest to us and watch the results.

Western Newspaper Union

Advertising—Stereotypers

Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field

ADVERTISING RATES

on application.

304 W 10th St.

Both Phones Main 193

Skylark Gasoline

Made in Kansas City

SCHOOLEY
Lithographers

Both Phones Main 510

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Electrical Repairs for
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ALLEN STAMP, SEAL & MFG. CO.

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CARBON PAPERS—INKED RIBBONS

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Electric Wiring—Supplies—Machinery—Repairs

DENTON ELECTRICAL SERVICE

317-319 E. 17th Street, Kansas City, Mo.

A Shop Equipped to Furnish Anything Electrical

TRAFFIC AND TRANSPORTATION.

(Continued from Page 540.)

Chicago Western Freight Traffic Committee.

Docket 106-1 and 5676. Proposed to adjust rates on wool, mohair, also hides and pelts, dry from points in California, Oregon, Washington, Idaho, Montana, Utah, Nevada, Arizona, Wyoming and New Mexico to all eastern destinations named in Trans-Continental tariffs 2-N and 3-N. (July 31.)

St. Louis Committee.

Docket 1080. Proposed to establish commodity rates on silicate of soda, C. L. from Kansas City to Oklahoma points in Groups 1 to 5 inclusive 21c, Groups 6 to 8 inclusive 28c and Group 9, 32c per 100 lbs. (July 30.)

Dallas Committee.

Docket 1049. Proposed to make an allowance for lumber used in cars containing bulk shipments of fruits and vegetables in computing refrigeration charges from Texas to interstate points. (August 4.)

New Orleans Committee.

Docket 395. Proposed to cancel all rules providing that carriers will advance charges for import duties, brokerage fees and ocean or connecting boat line charges at New Orleans and sub-ports. (Aug. 6.)

RATES AUTHORIZED.

F. R. A. 9822. Authorizes charge of \$2.00 per car for run-by and set-back service on grain and seeds as per item 1005 W. F. T. B. Circular 1-N at Kansas City for account of the C. G. W. in lieu of present charge of \$1.50 per car as per item 370, C. G. W. tariff 30-C.

F. R. A. 10453. Authorizes the Galveston Wharf Co., to amend its I. C. C. No. 15 on five days notice by publication of the following rule covering fire insurance:

"Fire insurance will be provided by the Gal-

veston Wharf Co., to cover the full market value of grain stored in this company's elevators and in railroad cars on railroad tracks adjacent to and within one hundred yards of said elevators, the cost of such insurance being in-

F. R. A. 10633. Authorizes A. T. & S. F. R. R. to publish on one days notice, on grain and grain products from points on Barton County and Santa Fe Branch of A. T. & S. F. R. R. to Kansas City, St. Louis, Chicago, etc., rates currently in effect from Holyrood, Kans., similar adjustment to other points.

F. R. A. 10715. Authorizes O. S. L. R. R. to publish on one days notice rate of 56c per 100 lbs. on wheat and wheat flour, carloads, from O. S. L. points in Idaho to Gulf ports for excluded in rate for elevation."

port, routing only via U. P. to Denver, C. & S. — Ft. W. & D. C., to Ft. Worth and connections beyond, to expire December 31, 1919. Rate not subject to transit privileges.

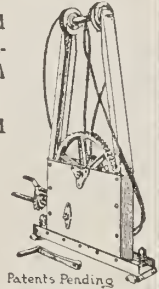
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Equip your Dump Bed with a Columbian Lighting Hoist and you will save TIME and LABOR.

Write for illustrated folder "80."

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Seventh and Wyandotte

W O M E N

WILL BE GUESTS OF

Y M D

AT

LUNCHEON

Francis I Room—Hotel Baltimore

Wednesday, July 30—12:15 o'clock

BRING your wives, sisters and sweethearts, that they may catch some real YMD enthusiasm and be ready for the big Good Fellowship Tour for the women in September.

AMERICA'S GREATEST TENNIS STARS—

Men and Women will be guests of honor.

Another of YMD's popular summer programs—short, snappy.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 31

KANSAS CITY, TUESDAY, AUGUST 5, 1919

Do you know

That the Soldiers and Sailors
Employment Bureau has found
positions for 1064 men since
April 15?

That about 80% of the A. E.
F. have returned and are now
employed?

That practically all K. C. em-
ployers have taken back all their
former employees who have re-
turned and are still holding
places open for those who have
not?

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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F. A. BAKER C. W. LONSDALE
F. J. BANNISTER F. C. MARQUA
HARRY L. BENJAMIN W. S. McLUCAS
W. J. BRACE B. A. PARSONS
GEO. H. BUNTING S. B. ROBERTSON
BRUCE FORRESTER SAM B. SEBREE
E. L. FOUTCH E. R. SWEENEY
CLIFF C. JONES JOHN M. TOWNLEY
JAMES KETNER H. J. WATERS
FRED M. LEE A. C. WISER
FRANK WITHERSPOON, Jr.

KANSAS CITY FOURTH IN BANK CLEARINGS.

In the comparison of bank clearings last week, Kansas City replaced Boston in fourth place. The following table shows the standing of the ten leading cities:

New York.....	\$5,081,296,000
Chicago.....	613,350,000
Philadelphia.....	435,622,000
KANSAS CITY.....	364,562,000
Boston.....	358,445,000
St. Louis.....	155,122,000
San Francisco.....	151,157,000
Pittsburgh.....	144,558,000
Cleveland.....	108,502,000
Baltimore.....	93,717,000

PUBLIC LIBRARY.

Business men in Kansas City are becoming more and more familiar with the business service being rendered by the Public Library and are daily taking greater advantage of this service. As an example of how the Library anticipates needs and keeps up with the times a recent illustration can be given.

When the Committee of 100, appointed to investigate the street railways situation, held its first meeting, Mr. Purd Wright, Public Librarian, had ready for the committee a long list of references from up-to-date books and current magazines on the topic of the present situation of street railways all over the country. In addition Mr. Wright informed the committee that the Library is clipping articles on street railways from newspapers of 60 large cities and these clippings are available to the committee at any time.

This is just one example of the work in the business field being done by the Library. Chamber of Commerce members will find it to their advantage to get in touch with the Library and find out how it can be of assistance to them.

"DO YOU KNOW" that from nine to ten thousand pieces of mail are received in the Kansas City Post Office every day incorrectly addressed?

Every business institution can improve this situation by a frequent revision of its mailing list. It is something that everyone should do.

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NEW EXECUTIVE COMMITTEE GETS UNDER WAY.

THE new Executive Committee met at the call of President-elect W. S. McLucas one day last week and went over in a preliminary way the plans for the new organization that will take effect at the beginning of the new fiscal year, October 1. With Mr. McLucas met Vice-Presidents W. H. Weeks, H. J. Waters, W. Malcom Lowry, and Treasurer James Ketner. Vice-Presidents Andrew Young, Solomon Stoddard and F. J. Dean were out of the city. Here is a resume of the subjects covered at this first meeting.

Arrangements were made for securing from the members suggestions for a program of work for the new year, with the idea of feeling the pulse of the membership on the best program of activities for the Chamber and what might be undertaken that is not now on the calendar.

Every member will be sent right away a card on which he is asked to note his preferences for committee service. This of course with the understanding that it will not be possible to place every man on the committee that is his first preference and maybe cannot place him right away on any committee, but all replies will be filed away and made available for reference by any department when there is need for a man for any assignment, on a regular or special committee.

The New Executive Committee will continue the present form of departmental and committee organization with the idea of having committees appointed for certain branches of work and with the further idea of interesting as many members actively in the work of the organization as possible without making committees large and unwieldy.

The budget plan of handling the Chamber's finances will be continued. In this the new administration will benefit by the budget that has been observed during the past year, thereby insuring an intelligent and business like distribution of the Chamber's funds over the entire year.

Now that the war is over the John Jay dinner as an annual event will be continued on November 19, no dinner having been given last year, its place being taken by what was known as a John Jay luncheon.

It is the intention of the new Executive Committee to maintain the present high standard of bi-weekly luncheons and in addition bringing from time to time the most prominent national and international figures to deliver their messages on timely subjects to the business men of Kansas City.

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STREET RAILWAY SITUATION.

GOOD SERVICE, reasonable rates and the good will of the public toward the street railways company, might be expressed as the platform of the Committee of One Hundred on the street railway situation appointed by the Board of Directors July 17. Good service and reasonable rates constitute the definite goal according to Chairman F. D. Askew and the other members of the Committee of Nine which has been holding more frequent meetings than the large original committee.

The first meeting of the Committee of One Hundred was held in the Francis I Room of the Hotel Baltimore the evening of July 25 and of a possible one hundred attendance there were sixty-eight present with practically all those who were absent out of the city. This unusual attendance, on a hot night in mid-summer, is the best evidence that anyone could ask that the personnel of the committee was well chosen and that the committee consists of earnest men determined to give their best service to the community in the solution of one of its greatest problems. At that meeting a permanent organization was effected by the election of Mr. F. D. Askew Chairman and J. M. Bernardin, Vice Chairman, with J. M. Guild as Secretary. Since then, however, it has been necessary to delegate the secretarial work and Mr. H. H. Mathonet, Assistant Secretary of the Civic Department and an expert accountant has taken charge of it.

Naturally at the first meeting little more than this could be done as the average member of the Committee knew little more than that the street railway service of Kansas City is not what it should be and that the traction company is in financial difficulties of an extreme nature while the city has seemed powerless to help the situation.

According to Chairman Askew adequate transportation facilities are the greatest need of a growing community and while it will mean personal sacrifice on his part to serve as chairman he expressed willingness to do so on the understanding that every member of the Committee of One Hundred would be 'on his toes' to give every service called for and he stated that he would look to every one for hearty, 'peppery' cooperation.

As one of the first steps toward an effective organization and working plan, Mr. Askew was authorized to, and did appoint, a committee that would take immediate

(Continued on Page 546.)

CHARITIES FUNDS.

Estimates of financial needs from various charitable organizations of the city are coming in rapidly to the Department of Civics. A month ago, each approved charitable organization of the city was sent a four page questionnaire asking information concerning the work of the organization and another four-page blank in which to give the financial condition and needs of the organization.

These questionnaires are overdue, but extensions of time have been granted to organizations whenever asked for. Inasmuch as this is the first time such detailed statements have been asked for, it is quite difficult for some organizations to fill them out properly. In fact, a number of the blanks have come back without being filled out sufficiently and it will be necessary to ask the organizations concerned to give further information.

A great deal of work is involved in analyzing these returns. As soon as a summary of the amounts needed has been prepared, the Charities Committee will get together and hear representatives of any organization from which it is felt further explanation of requests is needed. After this the committee will determine the amount to be raised by the drive and will then complete preparations and set the time for the big campaign.

STREET RAILWAY SITUATION.

(Continued from Page 545.)

hold and be prepared to make something of a definite report to the Committee of One Hundred at a meeting to be held a week later on August 1. This committee got busy forthwith, meeting Saturday, the day following its appointment. It met again on Monday at which time Mr. Robert P. Woods, city representative on the Board of Control, presented his statement. It met again Tuesday afternoon when President Philip J. Kealy of the Street Railway Company made his statement and of course the Committee was on hand again Tuesday evening.

The second meeting of the Committee of One Hundred was held at the Baltimore Hotel last Tuesday evening at which time Messrs. Woods, Kealy and City Counselor E. M. Harber were each given opportunity to present their cases. At this meeting there were present Messrs. W. T. Kemper, D. M. Pinkerton and John W. Wagner, city representatives on the Street Railways Company Board of Directors

FIRE DEPARTMENT**ADVERTISES KANSAS CITY.**

The Kansas City Fire Department helped advertise Kansas City in a very effective way last week. For the Convention of Fire Engineers held in Kansas City, June 24 to 27, a large and attractive souvenir program was prepared. This contained views of Kansas City, information, a large amount of advertising, and other features telling about Kansas City and its business and civic affairs. About 1,100 chiefs attended this convention and each took home a copy of this folder.

Last week, Chief Alex Henderson of the Department, sent out 2,200 additional copies of this souvenir program, one copy to the chief of the fire department in each city in the United States and Canada who did not attend the convention in Kansas City. Thus, through the Fire Department about 3,500 advertising programs have been distributed throughout the country within a month.

The third meeting of the Committee will be held tonight, August 5, at which time the Committee of Nine will make its report.

In all hearings so far held a full stenographic report has been made so that the Committee will have every fact bearing on the case available for later consideration. In the matter of finances, the Committee has agreed to take care of that itself as it has been necessary already to employ a certified public accountant in the person of Mr. Edward Frazier, C. P. A. of the firm of Arthur Young & Co., and it probably will be necessary to employ engineers in the course of the committee's investigations. The committee intends to analyze the finances of the company to the limit, beginning with the investment of the company, its returns, how much behind in wages, taxes, interest on bonds and everything pertaining to the corporation.

Mr. W. S. McLucas, President of the Commerce Trust Company was made treasurer. The Committee of Nine, which was on Friday night made a permanent Executive Committee, consists of

F. D. Askew, Chairman.

John A. Prescott	R. A. Long
Conrad H. Mann	R. L. Redpath
F. L. Hall	Louis L. Rothschild
Julius Davidson	H. V. Jones

Has it ever occurred to you, Mr. Business Man, that if you read this item other business men are doing the same? The Kansas Citian is a good advertising medium. It goes to a select list of 4600 of the representative men of Kansas City every week. You should inquire about advertising rates.

Kansas City to New York From Sun to Sun.

By Ike B. Dunlap, Chairman, Municipal Air Service Commission.

KANSAS CITY is one of the thirty-two cities of the United States, selected and formally approved by both the War Department and the Postal Department as an official landing place for army and postal aircraft.

The full terms and requirements of the War Department have been met as to location, size, contour, and convenience of transportation, in a field located in North Kansas City, adjacent to the Wabash and Burlington tracks, the entrance being at about 14th and Troost, North Kansas City. The ground is level, well drained, with excellent approaches and the field easily located from the air. It is to have a white circle one hundred feet in diameter in the center of the field, with "K. C., Mo." in letters fifteen feet high and three feet wide, showing to the pilot the location of one of the most adequately equipped and conveniently located aviation fields in America. The landing field will shortly be known throughout the country as a safe and inviting landing place for all transients and air travel, where one may secure such accommodations as hangar space, high grade gasoline, oils, lubricants, spare parts, equipment and such mechanical service as is required to properly put a plane, dirigible or balloon in shape for a safe continuation of its journey.

The terms and agreements made between the Municipality and the Government are as follows:

1st. That the field be available to the Air Service of the War Department at any and all times for such purposes as it may elect.

2nd. The field to be used by the Aerial Mail Service of the United States Postal Department.

3rd. The field to be available for commercial and other legitimate agencies which are engaged in aerial activity, for the purpose of encouraging and stimulating the use of the air as a method of transportation.

Just what these three items mean to Kansas City cannot be over-estimated by the most visionary dreamers and aircraft enthusiasts.

Item 1. Means the possibility, and should include, a large central war air service depot where the distribution of planes, pilots and equipment may be made in case of emergencies, to all points inland and coastal, with the least possible effort and expense, where a large concentration of air patrol is necessary.

It should provide the Air Service Association of Kansas City, composed of ex-pilots and observers of the United States Army, with complete equipment including hangars, planes, machinery, tools and spare parts, that these pilots, many of whom belong to the Officers' Reserve Corps of the United States Army, may constantly keep in flying practice, and that a complete squadron may be available in this district, fully equipped at all times. This can be done at a much less expense than the proposed establishment of a National Guard squadron.

The War Department should require,

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SEND BACK MAIL IMPROVEMENT CARD.

Returns from letters sent to a thousand of the biggest mail sending and receiving establishments in Greater Kansas City, asking their co-operation in securing improvement of mail service are, in most cases, being made promptly. However, quite a number have not been received yet and these firms are requested to make immediate return in order to push this matter along as speedily as possible.

ADJUTANT GENERAL ON SEVENTH REGIMENT.

In a letter from Adjutant General H. C. Clark to the commanding officer Seventh Missouri Infantry regarding the recent camp of instruction held at Nevada, Missouri, a fine compliment is paid to the local soldiery.

The Adjutant General after congratulating the commanding officer and through him the officers and men of the regiment upon the exceptional results achieved at the camp of instruction commends in the very strongest terms the earnest, faithful and efficient manner in which every member of the organization took advantage of the opportunity offered for instruction and improvement. He spoke of the discipline of the regiment having been the very finest, its progress exceptional and the spirit of the officers and men ideal and closed with the words:

"I have never seen a finer body of men physically, mentally and morally. Kansas City should be very proud of the 7th Missouri Infantry; any state is very fortunate in having such fine troops in its service."

KANSAS CITY TO NEW YORK.

(Continued from Page 547.)

through this channel, in the various cities in which Municipal Fields are established, a complete mapping and aerial photography of the entire country surrounding the individual locations. It is absolutely essential that the War Department have adequate landing fields for its cross-country military flights, standardized in every respect; and each field under direct supervision, with an air officer of the Army detailed for specific duties pertaining to the individual fields. It will be necessary for the Government to have complete control of the air and to establish uniform laws and regulations that will make for the safety, through National regulations, of all those who engage in air travel. Delay in this matter will cause unnecessary loss of life.

There is a general feeling that there should be a "Secretary of the Air," having direct control of Aerial activities, and being a member of the President's cabinet. This is vital to the interests of America and its future peace and welfare, and as necessary to this Government as the Secretary of the Army or the Navy. England and France have Air Ministers.

Item 2. Aerial Mail Service. It is no longer a probability or a possibility; it is a certainty, that mail will be delivered within the next sixty days, from Kansas City to New York City, between the hours of the rising and setting sun. This service at present is extended as far West as Chicago, which is within six to seven hours' flight from New York. Kansas City should be from four to five hours from Chicago (according to atmospherical conditions), from which station the mails will be relayed and distributed to Eastern points by air route. This rapid transfer of securities alone will effect a saving in excess of \$2,000 per day to the banks of this city. And it will mean an inestimable benefit commercially, in this rapid service of written communication between distant points. Night flying will be established as soon as proper direction lights are installed and pilots become familiar with the established routes.

Item 3. The field of commercial activities through Air agencies for the development of commercial Kansas City, is of such magnitude that but a few of its advantages can be enumerated.

Kansas City will become one of the largest distributing points for aircraft in America. Factories will be established in which planes carrying from one to fifty passengers will be built, and used commercially in

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GUILD CALLS MEETING
OF COMMERCIAL SECRETARIES.

As president of the National Association of Commercial Organization Secretaries, J. M. Guild, General Secretary of the Kansas City Chamber, has just issued the official call for the Fifth Annual Meeting of that body to be held in Indianapolis, October 27-29. While this is the fifth annual meeting of the Association under its present name it is in reality the fourteenth annual meeting of commercial organization secretaries.

In the announcement which includes an outline of the program it is stated that methods of chamber of commerce work, not policies, are what secretaries want to study, that policies are for boards of directors, that they determine what the secretaries shall do and it is then up to the secretaries to conduct the work in the most effective way.

The secretaries' convention will be a three-day "school" where every man will be an open book for the benefit of the other fellow and no matter how long or how short a time a man has been in the profession he will learn a lot.

Methods that have been tried in membership work, industrial promotion and all the other branches of chamber of commerce work will be discussed and every one of the three hundred or more secretaries who will be there will benefit by the failures as well as the successes of others.

The program in brief consists of such subjects as,

Making an Organization Program and Making It Work.

Elements of Membership Conservation.
Organization Bulletins—Their Hits and Misses. (With exhibit.)

Annual Report—Its Form and Value.
(With exhibit.)

The Secretary In Action
Chamber of Commerce Headquarters—
What Shall They Be?

Science of Locating an Industry.

Under "Organization Machinery" will be discussed and exhibited suggestions for standard forms, suggestions for a budget for the apportionment of an association's finances, the best form of minutes and the best filing system for a chamber of commerce.

In addition there will be group meetings on civic and industrial affairs, organization and membership, problems of secretaries, the new man in the profession, convention work and co-operation with the farmer.

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NEW EXECUTIVE COMMITTEE.

(Continued from Page 545.)

Cognizance was taken of the fact that next year the State of Missouri will celebrate its 100th anniversary. The Executive Committee discussed the idea of a big industrial exposition in the proposed new exposition building now being planned, making this the occasion for its formal opening but nothing definite agreed upon until opportunity might be had to confer with the local officers of the Missouri Historical Society. It was brought out in the meeting that the Society is planning a celebration of some kind and the Executive Committee therefore tenders its co-operation to the Society in any way that may be of value.

Consideration was given the proposition of a permanent employment bureau in connection with the Chamber, and a housing survey to be made in the Fall, but on these no definite action taken.

The necessity for a revision of the by-laws of the Chamber was recognized. This carried over with the intention of bringing it up for discussion at a meeting of the new Board of Directors early in the new year.

To facilitate the operation of the Chamber's machinery, especially through its committee organization, the Committee has directed that there be drawn up a code of procedure for the guidance and conduct of all committees, this to outline the authority of the committee covering vacancies, appropriations, correspondence, policies, publicity, etc.

Other matters given attention by the Committee to a greater or less extent were new quarters, members' council, advertising in The Kansas Citian and the Convention Hall Annex.

REVISE MAILING LISTS.

The mailing department is revising the addresses of all members for a new addressograph that is being installed and judging from the number of pieces of mail that are returned on account of incorrect addresses this revision is needed. The co-operation of the full membership is asked to the end that every member will receive his mail promptly. A card will be sent to every member within a few days and this should be returned forthwith with the information called for.

GUILD CALLS MEETING.

(Continued from Page 548.)

Every secretary in the country who wants to improve himself and who wants to increase the efficiency of his work for the greater prestige of his organization and the benefit of his community will attend.

KANSAS CITIAN CORRECTION.

The two last sentences in "Visiting Kansas City's Industries," issue of July 29, through typographical errors, did not bring out the true meaning, therefore this correction in regard to the Stowe Supply Company:

There are seventy-five office and warehouse employees and a catalogue with more than 600 pages is required to show their line. A fine sample room is maintained on the first floor of the building which is said to be the best of its kind in the country showing similar goods.

KANSAS CITY TO NEW YORK.

(Continued from Page 548.)

trans-continental service. Smaller planes will be built here available for the individual suburbanite; so that one living fifty miles from the heart of the city, will consider himself, commercially, a resident of the town from which he flies, although he sleeps in the country miles over the hills. Daily air service will be established, and landing fields eventually provided by each and every municipality.

The War Department already has agreed to supervise and furnish such aid as is available in the establishing of these fields, which may be used as emergency landing fields, gasoline stations and for suburban passenger traffic. Topeka has three available sites which it is having inspected at this time by a Government official, for the approval of one of them. St. Joseph, Sedalia, Chillicothe, and other towns of Missouri have requested the War Department to inspect their proposed unofficial fields at these points. Merchandise delivery, parcel post, delivery of daily newspapers and express and regular passenger service are not in the far distance.

The above mentioned possibilities depend entirely upon the efforts of such organizations as the Kansas City Chamber of Commerce and its co-operation with the various municipalities throughout the United States, demanding of the War Department, especially for the West, a recognition which it has not heretofore had.

Kansas City has its chance to build one of the most magnificent air centers in this country. This effort and opportunity is of such importance that it will require additional members of the executive committee and several sub-committees for its proper functioning.

The Municipal Air Service Commission, as appointed by Mayor Cowgill now consists of, I. B. Dunlap, Chairman; Ford F. Harvey, William Buchholz and John A. Eames.

Tennis and Lamp Chimneys.

CARRYING out the declaration of the Young Men's Department that everything good for Kansas City or this section of the country should be boosted, the Y. M. D. luncheon last week was devoted to the entertainment of the players in the Western Championship Tennis Tournament that was being played on the courts of the Rock-hill Tennis Club. It brought to Kansas City players from all of the territory west of Buffalo.

There was an added luncheon feature in the person of Mr. Taylor Holmes, comedy star of the Triangle Pictures Company, New York, who acquired his greatest reputation as an actor on the legitimate stage in "His Majesty Bunker Bean," which he played for years.

In spite of a very hot day, the seating capacity of the Francis I Room had to be increased to accommodate the attendance, so many members had taken advantage of the opportunity extended to them to bring their wives and sweethearts. No one seemed to mind the outdoor temperature after Vice-Chairman W. M. Lowry called the meeting to order. In doing so he stated that it was the first time the Western Championship Tournament had been played elsewhere than Chicago, having been played there for the last 29 years. He introduced Mr. Pierre R. Porter to preside over the introduction of the champions of the net who were present, Mr. Porter being the President of the Kansas City Tennis Association and Vice-President of the Western Tennis Association.

Mr. Porter presented a few of the guests who in every instance made brief responses to the effect they had all been in Kansas City before and they had all had a better time here than they had had anywhere else and they were all glad to have the opportunity to come again. Mr. Heath Moore, ranking player of Kansas City, went further than that. He thanked the Chamber of Commerce for its manifest interest in the game and what it meant in the promotion of tennis. In answer to that, Mr. Lowry stated that it was probable that next year the Y. M. D. would interest itself more directly in some sport, either base ball, tennis or something else.

Those introduced by Mr. Porter were: Miss Margaret Davis, St. Paul; Miss Mary Katherine Vorhees, Chicago; Miss Evelyn Seavey, Kansas City; Mr. Willis Davis, California; Mr. Ralph Burdick, Chicago; Mr. Heath Buiford, Chicago; Mr. Ted Drewes,

St. Louis; Mr. Josties, St. Louis; Mr. Heath Moore, Kansas City; Mr. Chas. Spiece, Oklahoma; Mr. Jerry Weber, Chicago and Mr. Lucien Williams, Chicago.

Immediately following these introductions, Miss Katherine Rule represented the women of Kansas City in a couple of vocal selections.

The meeting closed with the introduction of Mr. Holmes, who spoke earnestly of the spirit of cordiality that he had found in Kansas City; how he had discovered a comradeship in the west that does not exist in the east; how he had been impressed with the fact that busy men in the west take an hour in the middle of the day for social intercourse instead of continuing the nervous anxiety that prevails in the east throughout the entire day.

He attempted to disabuse the minds of his audience on the moving picture business being all play and big salaries, and gave some interesting details of the work involved in night work and the risks that have to be taken and the accidents that sometimes happen, and closed with a monologue that is said to be the cleverest one ever delivered at a Y. M. D. luncheon, entitled, "Mrs. Drurie's Discovery—How She Made 72 Lamp Chimneys Out of 12 Old Bottles."

COMMITTEE INVESTIGATING AUTOMATIC TELEPHONES.

President B. A. Parsons is at the head of a small delegation that is today in Muskegon, Mich., investigating the automatic telephone system that is in operation there. Tomorrow they will visit Grand Rapids for the same purpose, having spent last Friday in Minneapolis, Saturday in St. Paul and Monday in Chicago. At Chicago the party visited the Chicago Automatic Telephone Company's plant. This trip is an outgrowth of a hearing given by the Board of Directors to Mr. H. L. Harris, General Manager of the Kansas City Home Telephone Company and Mr. N. P. Bartley of Chicago, representative of the Automatic Electric Company, when there was discussed at length the possibility of Kansas City being interested in automatic equipment when the physical merger of the Home and Bell Companies is made.

With Mr. Parsons are Vice President Cliff C. Jones; Treasurer and President-elect W. S. McClucas, General Secretary J. M. Guild, Colonel E. M. Harber, City Counselor representing the City, and P. H. Hopkins, Vice-President Kansas City Telephone Co.

GETTING READY FOR SEPTEMBER AUTO TRIP.

The pathfinder car for the September Good Fellowship Trip through Fort Scott and Pittsburg to Joplin returning via Pleasanton and Drexel, left Saturday morning and returned late Sunday night. The party was in charge of Mr. Harry S. Frazer, Chairman of the Trade Extension Committee.

The September trip is the last automobile trip for the year and in accordance with the established custom the ladies will make this trip with the men. Arrangements will be made for the comfort and convenience of all who make the trip. The novelty of the overland journey will doubtless appeal to the ladies. The trip will consume three days, the two night stops being made at the Goodlander Hotel at Fort Scott and the Connor Hotel in Joplin. These two well known hotels insure good service at the night stops.

Mr. Minor Woodling has been appointed manager of the trip and Mr. Sam Baker pathfinder. These gentlemen accompanied the pathfinder car and made the log.

GOOD FELLOWSHIP DINNER.

The men who participated in the last good fellowship automobile tour of the Chamber of Commerce conducted by the Young Men's Department were the guests of W. B. Henderson, General Agent of the National Life Insurance Company of Vermont, at a delightful dinner at the Meadow Lake Country Club on Wednesday evening, July 30.

This tour was Mr. Henderson's first experience on a good fellowship trip and the dinner was given as a result of his decision that the participants had pulled together so well in their efforts to advertise Kansas City that a reunion for purely social purposes should be held.

After the dinner a program was furnished by members of the party. The first part consisted of a reproduction of the program such as was held in a typical town visited on the trip. An address of welcome was made by George D. M. Jones, Deputy Sheriff of Johnson County, Kansas, in which County the dinner was held. The response was made for the trippers by W. Edwin Smith impersonating Cameron L. Orr, who acted as spokesman for the Chamber of Commerce on the last trip. As Smith reached his climax, which consisted of a patriotic peroration, Sam F. Baker sitting by his side raised the American Flag on a miniature flag pole and the home talent orchestra played America.

The music during the evening was fur-

FEDERAL GOVERNMENT FIGHTS VICE.

The Chamber of Commerce has been asked to co-operate in the local campaign against venereal diseases. During the war the Government conducted a very complete and successful campaign in the army. Since the war the Public Health Service has made this a National civilian campaign. The Health Service puts the entire problem on a health basis and attacks it from the disease angle. In Kansas City the Society for the Suppression of Commercialized Vice has been asked to take active charge of the work. All other civic organizations are asked to co-operate.

As a means of determining the size of the problem and the seriousness of the situation, the Health Service is using information gathered in the army camps during the war. Tables given in a recent booklet show the percent of men with obvious cases of venereal disease among those drafted. In the 69 cities of more than 100,000 population, the percent of men diseased coming from each of these cities varied from 2.03 per cent in Cambridge, Mass., to 18.67 per cent in Fort Worth, Texas. Kansas City ranks 52nd with 7.2 per cent. These figures indicate how serious the situation is.

The Public Health Service, has graded all cities in this manner. In a few months it will again grade all cities, using as a basis this time a schedule which has been prepared based on measures taken in each city to improve conditions through medical, educational, law enforcement, and co-operative efforts. The different things that each city must do and the grading allowed for doing them have been announced.

The work in Kansas City is under way and it is confidently expected that Kansas City will have a higher rank than 52nd when the next grading is made public.

nished by Herman C. Henrici, pianist and Elgin Cole and E. J. Powell, soloists.

Short talks were made by Thad B. Landon on Good Fellowship, J. Frank Smith, Manager of the Kansas City Good Roads Association, on Good Roads, and Harry S. Frazer on Trade Extension.

W. B. Henderson, the host, was then called upon to speak on "Impressions of the First Tripper," and at the conclusion of his remarks he was presented with a souvenir of the occasion by Royal Fillmore, speaking for the tourists.

Copies of the Emporia Gazette, containing a column and a half article on the visit to Emporia, were distributed at the conclusion of the dinner.

Ed. S. North presided as toast master.

LIST OF RESOLUTIONS FOR PUBLIC WORK
Sent To the Board Of Public Works For Adoption July 25th, 1919.

Sewers.

A District sewer in Sewer District No. 126, in Division No. 2.

Grading and Constructing Bridge Across Blue River on Washington Park Boulevard.

Asphaltic Concrete and Portland Cement Concrete Pavement.

Jackson Avenue from south line 35th to south line 39th.

Sheet Asphalt Pavement.

Spruce Avenue from south line 9th to north line Jackson.

Portland Cement Concrete Pavement.

Oak Street from south line 56th to south line 59th.

Bituminous Macadam Pavement.

57th Street from east line of right-of-way of K. C. & W. Belt Ry. to west line Oak.

56th Street from east line Oak to west line Holmes.

Brooklyn Ave., from south line Pavement on 75th street to north line 79th street.

75th Street from center line Troost Ave., to west line Prospect Ave. (Repave.)

Hearing of Property Owners August 12th, 1919.

LIST OF RESOLUTIONS FOR PUBLIC WORK
Sent To the Board of Public Works for Adoption July 29th, 1919.

Concrete Curbing.

Both sides Main street from south center line 33rd street west and south center line Linwood Avenue east to north center line 39th street.

Brick Block Pavement.

Alley between Oak and Locust from 12th to 13th.

Concrete Pavement.

Terrace Street from south line 73rd to a point 466.22 feet south of 73rd.

Bituminous Macadam Pavement.

15th Street from east line Bridge over Blue River to Eastern City Limits. (Repave.)

WORK TO BE DONE BY KANSAS CITY WITHOUT CONTRACT.

Repairing and Maintaining Asphalt Pavement.
 South Benton from south line Linwood Blvd. to north line 3rd Street.

LIST OF PLANS AND SPECIFICATIONS FOR PUBLIC WORK.

Sent To the Board of Public Works for Adoption July 29th, 1919.

Sewers.

District Sewers in Sewer District No. 426, in Sewer Division No. 5.

Grading.

26th St., from Main St., to Grand Ave.

Concrete Sidewalk.

33rd Street north side from Indiana Ave., to east line Bales Avenue, produced.

Concrete Pavement.

Chelsea Ave. from north line 30th to north line 31st.

Lister Ave., from north line 30th to north line 31st.

Alley next south 9th Street from Highland to Woodland.

Brick Block Pavement.

Alley between Walnut and Grand from 64.25 feet south 15th to north line 16th.

Hearing of Property Owners August 15th, 1919

MUNICIPAL AVIATION LANDING FIELD.

On July 28 the Chamber of Commerce had as guests at luncheon, Colonel J. C. Morrow of the Central Department, Air Service, United States Army, and Messrs. I. B. Dunlap, William Bucholtz, G. H. Gray, Baylis Steele, Frederick H. Harvey, General Secretary, J. M. Guild, and Assistant Industrial Commissioner C. E. Walker. This followed a trip of inspection to the landing field selected by the Municipal Air Service Commission in north Kansas City.

Colonel Morrow expressed himself as being well pleased with the location and advantages of the field. Being guaranteed that all requirements of the government as to putting the field in first class shape would be met no doubt caused him to make a very favorable report, as the quick selection of Kansas City after his visit would indicate.

As an Aerial Mailing Station this field is well situated as it will require only five to seven minutes to deliver mail to the postoffice.

NEW CONCERNS.

The Vesper Motors Company announce they have taken temporary location in the Traders Building for the distribution of the Reo line of automobiles and trucks in western Missouri and eastern Kansas.

Their permanent home is now under construction at 19th and McGee streets.

W. H. Vesper is President, W. S. Roberts, Vice President and General Manager, D. E. Castles, Secretary and Treasurer.

The Associated Mill and Elevator Company have announced that they will erect a new flour mill and elevator in the East Bottoms. The new mill will be eight stories, eighty-eight feet by two hundred forty feet and will have a grinding capacity of two thousand barrels daily.

A three hundred thousand bushel elevator will be in conjunction, the head house having a capacity of unloading twenty-five cars a day.

It is expected to have all buildings completed and the plant in operation by January.

The Hood Rubber Company of Watertown, Massachusetts, announces the opening of the Southwest Rubber Footwear Company, 908-10 Broadway.

The company will be exclusive distributors of Hood Rubber Company rubber and canvas footwear and leather work-shoes with Hood fibre soles.

W. H. Emmons is General Manager.

Visiting Kansas City's Industries

Smith-McCord-Townsend Dry Goods Company



THE Smith-McCord-Townsend Dry Goods Company was established in 1893 at 7th and Wyandotte streets, but since 1910 they have been located at 8th and Broadway, where they maintain their office and sales force.

The accompanying cut is of the new factory at 7th and Central streets, which was recently placed in operation for the increased production of Bull Dog Overalls. This plant is called the "Day Light Factory" from the fact that light enters from all four sides and windows are so equipped as to reflect light to the farthest corner.

Machinery of the latest type has been installed to expedite the work. To insure greater comfort of the operatives a cafeteria with kitchen in connection, where food is cooked by electricity, is in operation. Rest rooms, a wardrobe with individual lockers and a modernly appointed washroom have been provided.

The main building contains 165,000 square feet of floor space and the factory 144,000 square feet. There are 375 employees.

Besides manufacturing overalls, the company jobs complete lines of dry goods, notions and furnishing goods over the entire Southwestern Territory.

EMPLOYMENT BUREAU ACTIVE.

During July there were 279 applicants for positions at the Employment Bureau of the Chamber, 203 were placed, 24 had found employment or had changed their addresses, while 42 remained unplaced August 1.

The plan of sending a bi-weekly letter to the employers, giving list of applications on file has proven very popular and many inquiries have come in as a result of it.

The employers of Kansas City have co-operated splendidly thus far, and it is confidently expected they will stand by until the last soldier, sailor and marine who wants to work has an honest job.

NEW FACE FOR KANSAS CITIAN.

The Publicity Committee has had under consideration for some time a new cover design for the Kansas Citian. A design has been tentatively approved and will be submitted to the Board of Directors at its next meeting. Instead of having the classic design that has been used for many years, it is proposed to put more life and Kansas City "personality" into the cover by introducing in a proper way a skyline and also the Union Station and still leave space for a half tone cut or for a special announcement.

Manufacturers, Attention!

Have you returned your
Trade Directory Listing Blank

showing the articles made by
you in Kansas City in the
way in which they should be listed
in our new

Trade Directory

of Kansas City made goods?
If you have not, you
should do so at once. There is
no charge for this listing.
Remember, too, that

20,000 Copies

will be distributed to those
interested in buying Kansas City
made goods. It costs you
nothing. Send in the list.

Industrial Department,
The Chamber of Commerce of
Kansas City, Missouri.

Traffic and Transportation

BILL OF LADING ORDER NOT SUSPENDED.

Contrary to reports originating with semi-official channels, and as published in last week's Kansas Citian, the Interstate Commerce Commission has not held up its order in the Bill-of-Lading Case. The Federal Court in New York has stated that it would enjoin the Commission's order requiring the use of the new bill-of-lading, but there has been delay in issuing the injunction, and during the interim the Commission has not acted, reports to the contrary notwithstanding.

However, the trend of opinion from reliable sources is that the order of the Commission in the Bill of Lading Case, which is to take effect on September 8, will be postponed beyond that date, and that it will be sometime thereafter before the new form becomes effective.

Under the situation as at present, it seems the only safe course for shippers to follow, is to carry small stocks of both forms of ladings so as to be prepared for any emergency.

Basis For Settlement of July Demurrage Average Agreements.

There is reproduced below a copy of American Railroad Association Circular No. S. V. 11, issued to all railroads under date of July 16th, relative to settlement of July Average Agreements on account of the changes in demurrage rates which became effective July 20, 1919:

"Referring to Supplement No. 2 to General Order No. 7, issued June 21, 1919, by the Director General of Railroads, containing changes in Rules 7 and 9 of the National Car Demurrage Rules, to be made effective July 20, 1919, on not less than one day's notice.

Attention is called to Conference Ruling No. 473 of the Interstate Commerce Commission, which provides that:

"Demurrage on outbound shipments is controlled by the tariff in effect when the car is actually set for loading; demurrage at destination is controlled by the tariff in effect when the car is actually or constructively set for unloading."

Under this ruling cars placed for loading or unloading prior to July 20th and released on or after that date are subject to the rates which were in effect prior to July 20th, until released.

The changes in Rule 9 do not change or modify the form of agreement and renewal of existing agreements is not necessary. Amended Rule 9 covers all cars held for loading or unloading and it is not permissible to handle one class under an average agreement and exclude the other.

To obtain uniformity in the settlement of July Average Agreement accounts all cars unloaded and released during the month of July shall be handled in one account, and credits earned during the entire month on cars for unloading shall be first applied to offset debits that accrued on cars which were actually or constructively placed prior to July 20th, and any remaining credits shall then be applied to offset debits that accrued on cars held for

unloading subject to the rates effective July 20th. Cars for loading actually or constructively placed on or after July 20th and released in July shall be handled in one account, but cars placed for loading prior to July 20th are subject to the straight plan until released."

THE EIGHT-HOUR DAY.

(Houston, Tex., Chamber of Commerce Bulletin.)

The railroad administration is beginning to hear from its patrons relative to the operation of the eight-hour day. The most obnoxious feature incident to this new era in railroading concerns the duties of station agents. Patrons complain that those roads which adhere strictly to the letter of the ruling of the administration of the eight-hour day do not furnish even ordinary service, as all trains do not pass during the eight consecutive hours that the agent works. These conditions are found largely at small stations and as a retaliatory measure, farmers and small shippers are resorting to the motor truck to haul their products to the markets.

SETTLEMENT OF CLAIMS.

The Railroad Administration makes announcement that substantial improvement is shown in handling of claims. There were pending with 123 of the Federal controlled carriers on January 31, 70,215 claims over 90 days old, which number was reduced to 52,838 on March 31; while the unsettled loss and damage claims was reduced from 677,680 to 540,586 on April 30.

The Administration is conducting a general campaign to expedite the handling of claims by carriers.

TWO YEAR LIMIT, LOSS AND DAMAGE CLAIMS.

The Railroad Administration has issued instructions to withhold payment of loss and damage claims which have run over the two year limit—claimants not having started suits. The object is to secure uniformity of practice over all federal controlled lines.

The general question of this two year period is now before the Interstate Commerce Commission in Decker & Sons vs. Director General et al, ICC docket 10696. The Railroad Administration announces that should the decision of the Commission be favorable to the payment of such claims, it will be the policy of the Administration, during a limited period thereafter, to pay all meritorious claims of this kind, provided the consent of the railroad corporations may be secured. The consent of the railroad corporations is necessary because a number of the corporations have served notices on the Railroad Administration that they will not honor payments of claims against them made by the Railroad Administration after the two year period lapsed.

Meanwhile, the only thing shippers can do to protect themselves, is to start suit when the two year period is about to end.

(Continued on Page 555.)

TRAFFIC AND TRANSPORTATION.

(Continued from Page 551.)

PERMIT SYSTEM GOES IN.

The Permit system for controlling grain shipments to primary markets, was made effective August 1, 1919, to Kansas City and other primary markets.

Blanket permits are issued by the Grain Control Committee for movement of grain to markets. (A blanket permit is an allotment to a railroad of a definite number of cars of grain that will be accepted daily at a specified market.)

Individual permits are issued for movement of grain between primary markets; from primary markets to Seaports; from country stations to seaports, whether domestic or export. (Individual permits are issued directly to the shipper authorizing the loading of a given number of cars within a specified time.)

In case of shipments between primary markets, shippers make application to the Grain Control Committee at point of origin.

In case of shipments moving to seaports, shippers make application to traffic control managers at the various ports.

RATES AUTHORIZED.

F. R. A. 10559. Authorizes the following transit privileges on grain, grain products, etc., at Omaha, Neb:

Between all points on the C. & N. W. in Neb. north of the Platt River and all points on the C. & N. W. in Nebraska south of the Platt River at a charge of 3c per 100 lbs. for out of line service.

Between points on C. B. & Q. in Nebraska, Fremont and North thereof, including all stations on O'Neil line and stations on the C. B. & Q. in Nebraska, on and west of the line Ashland to Lincoln thence through Crete, Dewitt, Beatrice and Wymore at a charge of 2c per 100 lbs. for out of line service.

Between points on the U. P. RR. in Nebraska Yutan to Barneston, inclusive and all other stations on the U. P. RR. in Nebraska, except stations Loma to Heber inclusive at a charge of 2.5c per 100 lbs. for out of line service.

F. R. A. 10752. Authorizes rate of 39.5c per 100 lbs. on crude or fuel, petroleum oil, carloads, from Rock River and Port Steel, Wyo., to Kansas City.

F. R. A. 10801. Authorizes the publication on one days notice of reduced rates on live stock and feed to and from drought stricken district in Montana, Wyoming and Western North Dakota. Copy of F. R. A. is on file in this office for benefit of interested shippers.

F. R. A. 10715. Authorizes rate of 56c per 100 lbs. on wheat and flour, carloads, from O. S. L. points in Idaho to Texas Gulf ports for export. Supplement 2 to this F. R. A. extends the application of this rate from point on D. & R. G. RR. in Utah.

F. R. A. 10754. Authorizes rate 37c per 100 lbs., on green hides, pelts, switches etc., from Dodge City, Kas., to Kansas City and other lower Missouri river crossings.

F. R. A. 10770. Authorizes rate 2c per 100 lbs., on stone, crushed on ground from Pixleys, Leeds, Mo., (C. R. I. & P.—K. C. S., Prince Johnson Crusher) stone loading tracks of K. C. T. RR. at 34th & Roanoke Blvd., Kansas City,

RATES ON CONGOLEUM.

In a tentative report in a case brought by Wm. Volker & Company, Kansas City, rates on congoleum, higher than rates on linoleum, from Seaboard to interior points, are found unreasonable.

Mo., serving the Swanson Co., Morris, Campbell Spur, Kans., to all industrial tracks of all lines under Federal control, within Kansas City, Missouri-Kansas, switching district.

Team tracks of K. C. T. RR.

Team tracks of A. T. & S. F., C. R. I. & P., K. C. S., Missouri Pacific or Frisco but applicable only on shipments originating on one of those lines when for delivery on the team track of that line.

F. R. A. 10789. Authorizes routing via Des Moines, Ia., on grain, grain products, etc., from M. & St. L. stations Perry to Valley Jct., Ia., inclusive, and Ruthven to Ripley, Ia., inclusive to C. G. W. stations, Athelston to Kansas City, Mo., inclusive.

F. R. A. 10795. Authorizes rate \$1.00 per 100 lbs. on packing house products and \$1.25 on fresh meat, carloads, from Ogden and Salt Lake City, Utah to Missouri River points.

F. R. A. 10798. Authorizes the following rule in Western territory "From or to stations where there are no facilities for handling of carloads of live stock in either single or double deck cars, or both, rates will apply only where shipper or consignees furnish the necessary appliances for loading and unloading, such appliances to be provided by shippers or consignees at their own expense and risk."

F. R. A. 10804. Authorizes rate of 25c per 100 lbs. on dry fertilizer compound, carloads, from Shreveport and Bossier City, La., to Kansas City territory.

(Continued on Page 556.)

"DO YOU KNOW" that Uncle Sam has provided a mail chute in the southeast corner of the main waiting room in the Union Station—immediately east of the furthest east entrance and that mail dropped there goes directly to the sorting table in the railway Post Office in the basement and makes the best possible connection with outgoing trains.

That mail dropped in the letter box in the Drug Store in the Union Station is taken up by the collector and carried to the Gateway Station at 19th and Main Streets.

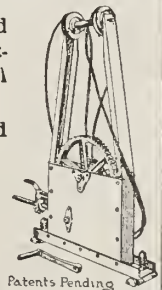
THE LABOR SAVER

Equip your Dump Bed with a Columbian Lighting Hoist and you will save TIME and LABOR.

Write for illustrated folder "80."

**COLUMBIAN
STEEL TANK CO.**

1601-21 West 12th Street.
KANSAS CITY, MO.



Patents Pending

TRAFFIC AND TRANSPORTATION.

(Continued from Page 555.)

MATTERS BEFORE DISTRICT COMMITTEES
Kansas City Committee.

Docket 835. Proposed to cancel existing mileage commodity rates on petroleum and its products, less than carloads, between points in Kansas publishing in lieu thereof a new scale of which the following examples are representative:

Mileage	Rate	Mileage	Rate
5	17.5	400	69
50	24	440	73.5
100	31.5	500	80.5
150	39	540	85
200	46.5	600	91.5
240	51	640	96
300	58	700	103
340	62.5		

For single line application, when movement is over two or more lines 4c per 100 pounds to be added to rates shown above. (Aug. 12.)

Docket 836. Proposed to increase eastbound rates on hay, carloads, from points on U. P. RR. in western, Kansas and Eastern Colorado to Kansas City, St. Joseph and Leavenworth to basis of westbound rates which contemplates an advance of from $\frac{1}{2}$ c to 7c per 100 lbs. (Aug. 8.)

Docket 843. Proposed to amend item 1450 (paragraph E; W. T. L. Circular 12-F, which provides that carriers will pay for ice furnished by shippers for initial icing of cars subject to 10,000 lbs. minimum but not to exceed \$3.00 per ton, to provide that carriers will pay for such ice but not to exceed \$4.00 per ton. Aug. 8.)

Docket 844. Proposed to reduce rates on manure, carloads, from Wichita, Kansas to Kansas City and St. Joseph from 15c to 10c per 100 lbs. similar adjustment to St. Louis, Chicago, etc. (August 8.)

Omaha Committee.

Docket 306-D. Proposed to allow grain and grain products originating at points on C. St. P. M. & O., to be milled in transit at Omaha, South Omaha and Council Bluffs when destined to points where through rates are in effect. (July 29.)

Chicago Committee.

Docket 467. Proposed to establish uniform basis of commodity rates on lithophone and zinc oxide straight carloads from Chicago, Peoria, St. Louis, etc., to Missouri river points. (Aug. 6.)

(Continued on Page 557.)

Western Newspaper Union

Advertising—Stereotypers

Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field

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304 W 10th St. Both Phones Main 193

Save your nerves and those of your employees; increase the efficiency of your office force; and dignify your whole business by the installation of

THE NOISELESS
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CATALOGUE
ENVELOPE

BELL, GRAND 243
HOME, MAIN 92

COMMERCIAL

FOR EXTRA
HEAVY MAIL

TRAFFIC AND TRANSPORTATION.

(Continued from Page 556.)

Docket 172. Proposed to eliminate from C. R. L. & P. tariffs 10389-D and 28470-C, naming rates on grain and grain products from Iowa, Minnesota, and South Dakota to St. Louis and E. St. Louis, all routes which are 50 miles or more in excess of shortest available route. (Aug. 7.)

Dallas Committee.

Docket 1069. Proposed to readjust rates on glue stock and junk from points on P. & S. F. RR. to Kansas City territory as indicated below. Similar adjustment proposed to St. Louis, Chicago, etc. (Aug. 11.)

Glue Stock—From Farwell, Tex., to Canadian Texas, inclusive—Present, 45c to 54c. Proposed 44c.

Scrap Iron—From Farwell, Texas, to Dawn, Texas, inclusive—Present 40c to 42½c. Proposed 39c.

High Grade Junk—From Farwell, Texas to Dawn, Texas, inclusive—Present 64c to 66½c. Proposed 62½c.

Low Grade Junk—From Farwell, Texas, to Zita, Texas, inclusive—Present 47½c to 54c. Proposed 46½c.

Docket 1078. Proposed to establish commodity rate of 66½c per 100 lbs. on Muratic Acid, carloads, from Kansas City, St. Louis and Denver to Laredo, Tex., and other Rio Grande Crossings for export to Mexico. (August 11.)

Docket 1079. Proposed to amend various southwestern Lines Tariffs applying to Texas points to include in items naming rates on acid, "Acid in barrels" where such packages are authorized in Western Classification. (Aug. 11.)

New Orleans Committee.

Docket 420. Proposed uniform rules and charges to cover wharfage, handling and storage at Virginia, South Atlantic and Gulf Ports. A printed exhibit of 44 pages setting forth the present and proposed charges on all commodities is on file in this office and interested shippers are invited to call upon this department for further information. This subject is also covered by Dallas Docket 931 and a joint hearing will be held at New Orleans (Aug. 19.)

W. H. Hendricks, Pres. L. E. Best, V.-P.
Carl E. Best, Sec'y-Treas.

ALLEN STAMP, SEAL & MFG. CO.

Rubber Stamps, Seals, Stencils

Baggage, Key and Metal Trade Checks,
Brass and Steel Dies, Badges, Etc.
Stock Certificates and Corpora-
tion Supplies.

Both Phones Main 953 804 Delaware St.

PERISHABLE TARIFF HEARING.

The transportation commissioner appeared for interested Kansas City shippers, at hearing before an examiner of the Interstate Commerce Commission, at Chicago, July 30-31, relative to the perishable freight tariff proposed by the Railroad Administration, which is under investigation by the Commission. Drastic advances and changes are proposed.

Poster Stickers

Do you know

That Kansas City is the
largest distributing point
for lumber in this country?

....Used as Stickers

....to seal Packages

....to attach to Letters

ARE MOST EFFECTIVE
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Phenix Box & Label Co.
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FIDELITY OIL COMPANY

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Quality and Service our Motto. The
home of genuine Pennsylvania Oil. Oils
for all makes of cars.

Call us and leave the rest to us and
watch the results.

WE WILL PAY YOU \$50.00 A WEEK

during any period you are kept away from
business, either from accident or illness,
and from \$5,000 to \$12,000 in case of Accidental Death

The Business Men's Accident Association

W. T. GRANT, Secretary

Cumbe Building

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AUGUST 9-16

Kansas City Day, Friday, August 15

Good Roads Convention in Session
on the

Fair Grounds on the same day.

Good Roads Associations from all over the state
in attendance.

JOIN THE DELEGATION

BOOST K. C. AND GOOD ROADS

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THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 32

KANSAS CITY, TUESDAY, AUGUST 12, 1919

Do you know

The Chamber of Commerce assisted 25,000 harvest hands through Kansas City in June on their way to Kansas wheat fields?

Is promoting the 14th International Farm Congress and Soil Products Exposition, September 24 to October 4, the greatest event of the kind in the world?

Has announced a sweepstakes contest to encourage the work of the Boys' Corn Clubs and Girls' Canning Clubs in the States of Missouri, Kansas and Oklahoma?

No Y. M. D. luncheon this week.
See back cover for announcement of next week's luncheon.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

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SHARON RESPONSIBLE FOR NATIONAL ADVERTISING.

To Mr. F. C. Sharon, Chairman of the Chamber's Publicity Committee, is credited the idea of spreading the Kansas City Star's "Do You Know" items all over the United States. These appealed so strongly to Mr. Sharon that he conveyed to General Manager August F. Seested, the idea that they might and should be capitalized for Kansas City in a broader way than through even the large circulation of The Star.

The result is the raising of a \$75,000 fund to run these items one each day for thirty-five days in one hundred and twenty of the leading newspapers of the country.

EMPLOYMENT COUNCIL MEETING WEDNESDAY.

Approval having been given by the Board of Directors to the recommendation of the Employment Committee of the Industrial Department for the organization of an Employment Managers' Council in connection with the Industrial Department, a meeting is being called for Wednesday afternoon at 4 o'clock in the Chamber of Commerce rooms.

To this meeting are invited employment managers of the manufacturing and mercantile concerns of the city who would be interested in such an organization. It is desired that the men in direct charge of the employment work, whether they be known as employment managers, superintendents or otherwise, be present. The plan of the Employment Committee will be outlined, and if such an organization is found desirable by those present, plans will be made for organizing permanently. Mr. Conrad H. Mann, Chairman of the Employment Committee, will preside.

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STREET RAILWAYS.

Be sure to look on pages 563 and 565 for report on the work of the Committee of One Hundred on the Street Railway situation so far as it has progressed to date.

Automatic Telephones

AUTOMATIC telephones are popular wherever used, according to the mass of information gathered by the Chamber's special committee on its visit to Minneapolis, St. Paul, Chicago, Muskegon and Grand Rapids.

Business men who have had experience with the automatic are unanimously enthusiastic over it, not only because of the almost perfection of its service, but because it is in line with the trend of the times in the substitution of machinery for human labor, thereby conserving the human element.

Some of the men interviewed did not care for the automatic much at first, but the saving of time in making calls, better connections, greater audibility, strict privacy of conversation and quick disconnections soon won them over.

One point carefully investigated by the committee was regarding the conditions during the period of changing systems and while part of the installation was automatic and the balance mechanical. On this the committee was satisfied that there is no difficulty.

The committee's detailed report on the mechanical operation and service at the points visited and elsewhere, with their summary and conclusions will be presented in full to the membership through The Kansas Citian just as soon as the Board of Directors shall have authorized such action and shall have directed what further steps shall be taken in connection with the Kansas City situation.

The whole purpose of the Board of Directors' interest and action in investigating the automatic system is to determine whether or not it is the system that Kansas City should have when the Bell and Home companies are actually merged.

Summer Work

ORDINARILY the Chamber of Commerce would be expected to have its work somewhat lightened during the month of August because a large part of the Board of Directors and Committee members are out of the city. However, this month has started out to be one of the busiest months of the year. Last week, for example, 22 committee meetings were held.

The Committee of One Hundred on the Street Railway situation and its various sub-committees are especially active. And they are keeping at least one department of the Chamber very busy. This committee is giving a fine example of unselfish service in spending so much time during the hot weather in an endeavor to bring about a just solution of the street railway problem. The Executive Committee of Nine has held sessions which lasted almost continuously from 10 o'clock in the morning until 10 at night. The meetings of the whole committee have had attendances ranging from 45 to 70. Last week and this week the various sub-committees are very active.

But not only on this one subject is the work of the Chamber heavy, but in other phases as, for example, the charities budget work, "Do You Know" publicity, legislative committee, traffic committees and others. It seems that the Chamber of Commerce work grows so rapidly that it is all that the office can do to keep up without ever thinking of hot weather, cold weather or anything else.

INVENTIONS

COMMITTEE MEETING.

The Inventions Committee met on Wednesday evening last, at the home of Mr. A. A. Kramer, south of Swope Park, in regular business session. Two inventions which had been investigated by the committee previously were acted upon, while eight new propositions were brought to the attention of the committee.

TELEPHONE INVESTIGATING COMMITTEE RETURNS.

The special committee appointed by the Board of Directors July 15 to inquire into the mechanical operation of and service given by automatic telephone apparatus wherever in use made a visit to five cities last week. The points visited were Minneapolis and St. Paul, Minn.; Chicago, Ill.; Muskegon and Grand Rapids, Mich. President Parsons headed the delegation which also consisted of Vice-President Cliff C. Jones, Treasurer and President-elect W. S. McLucas, City Counselor E. M. Harber, P. H. Hopkins, vice-president of the Kansas City Home Telephone Company and Secretary J. M. Guild.

At Minneapolis 26,000 automatic telephones were found in use as the result of their four years' experience with that system there. Both in Minneapolis and St. Paul the business men were found enthusiastic over the automatic and there they are merging the Bell and automatic systems so that eventually their entire service will be mechanical.

From the Twin Cities the delegation went to Chicago where a half day was spent in the plant of the Automatic Electric Company inquiring into the technical and mechanical parts of the automatic service.

The next stopping place was Muskegon where the entire service is automatic and has been for years. Here, in addition to visiting the exchange, a canvass was made of the users, retailers, manufacturers, etc., and these gave unanimous endorsement of the system, including the General Manager of the Continental Motors Company which has a big plant there.

Grand Rapids was the last point visited and properly so, as there was installed the first full automatic equipment fifteen years ago. The original equipment is still in service.

The committee gathered a volume of information and all of this has been put in form for a report to the Board of Directors with the committee's summary and conclusions.

At every point visited officers of the local chamber of commerce were on hand to receive the visitors and give them every assistance. The effort of the committee was greatly facilitated in this way as instead of making it necessary for the committee to make a number of scattered calls in the larger cities, the big users of the telephone were brought together generally at a luncheon. In addition to chamber of commerce officers the mayors and other city officials were invariably on hand as well as the local telephone people.

MISSOURI'S REPRESENTATION IN CONGRESS.

Several requests have come to the Chamber of Commerce during the past two weeks for the names of our Missouri Senators and Representatives in Congress.

In order that every member may have this list, it is given herewith:

Senators.

James A. Reed.
Selden Palmer Spencer.

Representatives.

First District—Milton A. Romjous.
Second District—William W. Rucker.
Third District—Joshua W. Alexander.
Fourth District—Charles F. Booher.
Fifth District—W. T. Bland.
Sixth District—Clement C. Dickinson.
Seventh District—F. C. Major.
Eighth District—W. L. Nelson.
Ninth District—Champ Clark.
Tenth District—Cleveland A. Newton.
Eleventh District—William L. Igoe.
Twelfth District—L. C. Dyer.
Thirteenth District—M. E. Rhodes.
Fourteenth District—Edward D. Hayes.
Fifteenth District—R. G. McPherson.
Sixteenth District—Thomas L. Rubey.

BUILDING ACTIVITIES.

Building activities in Kansas City are showing a steady increase every month. In 1918 there were 1,910 permits issued at a value of \$5,649,645. During the seven months of 1919 permits numbering 2,560 have been issued, valued at \$5,135,030. The following table shows the number of permits issued each month this year up to August 1 and their value.

Month	Permits	Value
January.	121	\$ 196,450
February.	238	365,860
March.	342	505,330
April.	507	726,225
May.	494	883,665
June.	411	937,550
July.	444	1,521,950
Total.	2,560	\$5,137,030

INDUSTRIAL OPPORTUNITY.

The Industrial Development Company, Central City, Nebraska, is in the market for a good second-hand four-foot steel cornice break. Must be in good order. Members interested kindly communicate with above firm, stating price, condition, shipping point, time of delivery, etc.

Progress of Committee of One Hundred on Street Railway Situation.

EIGHTEEN meetings were held by the Committee of One Hundred on street railway situation, or its sub-committees, last week. This is evidence of the serious manner in which Kansas City's most vital problem is being dealt with by representative business men. Many of the members of the committee have given up summer vacations and business trips that they had planned.

Unfortunately, some of the meetings were necessitated by the statement appearing in the public press on August 7 for which Mr. E. C. Meservey was named as sponsor. This statement, according to the Times of that date, was to the effect that Mr. Meservey had been "approached by a member of the Chamber of Commerce committee the other day" who told him "he was placed on that committee to put a certain thing over." Further, the item stated that Mr. Meservey had been threatened by that person with the withdrawal of his business unless he (Mr. Meservey) ceased his activities on the committee appointed by the Central Labor Council.

Naturally this was a statement that the Executive Committee of the Committee of One Hundred immediately took up and the following correspondence shows how it was handled. The first letter expresses the belief that Mr. Meservey had been misquoted, and asked him to meet with the Executive Committee and explain the matter. To this Mr. Meservey sent a reply, which was not considered satisfactory, and further request was then made for the name of the party whom Mr. Meservey was credited with having quoted.

August 7, 1919.

Mr. E. C. Meservey,
Haff, Meservey, German & Michaels,
Commerce Building,
Kansas City, Missouri.

Dear Mr. Meservey:

We regret that you could not accept our invitation to meet this morning with the Executive Committee of the Committee of One Hundred appointed by the Chamber of Commerce to investigate the street railway question, which invitation was extended to you through our secretary. As you were informed over the telephone, this meeting was called expressly to consider the article appearing in the Times in which you are reported to have said:

"I was approached by a member of the Chamber of Commerce committee the

other day," said E. C. Meservey, committeeman, and a former city counselor, "who told me he was placed on that committee to 'put a certain thing over.' He also told me that his firm, which has been furnishing my firm with certain business, would withdraw its support unless I ceased my activities with this committee. He said, I ought to be on the other committee. I do not wish to reflect upon the Chamber of Commerce committee, for I think most of its members are disinterested and honestly desirous of finding the trouble in the present situation."

We regret your refusal by telephone to discuss, deny or confirm the correctness of the Times' quotation.

In the opinion of the Executive Committee of the Committee of One Hundred appointed by the Chamber of Commerce, this is a serious charge and a reflection upon every member of the Committee of One Hundred and the Chamber of Commerce. We feel that in justice to every member of the Committee of One Hundred, as well as to the citizens at large, and to your own self, we have the right to insist that you place us in possession of the name of this particular member of the Committee of One Hundred, whom you are reported to have charged with the statements printed in the morning Times.

Will you kindly reply, by the messenger who delivers this letter either in writing or by setting the time when you will personally meet this Committee which holds itself in readiness to meet you at any time today that you may set, in the Directors' Room at the offices of the Chamber of Commerce.

This committee reserves to itself the privilege of publishing this letter.

Very truly yours,

(Signed.) FRANK D. ASKEW,
Chairman, Executive Committee.

(Signed.) H. H. MATHONET,
Secretary, Executive Committee.

MR. MESERVEY'S REPLY.

August 7th, 1919.

Mr. Frank D. Askw,
Chairman, Executive Committee,
of the Committee of One Hundred

(Continued on page 567.)

WHOLESALEERS WILL FURNISH "DO YOU KNOW" PAMPHLETS.

Announcement was made recently in The Kansas Citian to the effect that 65,000 "Do You Know" pamphlets were being prepared for distribution to 65,000 merchants in this trade territory, the distribution being made at the expense of certain wholesalers who have provided funds necessary to meet the expense of mailing and incidentals. At that time it was the expectation of the wholesalers who raised this special fund that the pamphlets would be furnished by the "Do You Know" Committee which had charge of the raising of the \$75,000 fund for running these "Do You Know" items in the newspapers throughout the country. The funds raised by that committee, however, were not sufficient, it seems, to permit them to furnish these pamphlets, which will cost about \$1,300.

The wholesalers, however, believing this to be a method of placing these advertisements where they will bring real returns by putting them directly in the hands of business men who do business in Kansas City, or who should do business in Kansas City, have determined that this distribution must be made and have accordingly raised sufficient additional funds among their own members to make this possible.

To Mr. Walter Negbaur, who has given hours of his time to soliciting these funds, is due the thanks of the wholesalers and manufacturers for putting across this fine advertising proposition.

The pamphlets will be of 32 pages, the center spread containing a special writeup showing Kansas City as a wholesale and manufacturing market and the lines represented here in a very forceful way. On the back page will be listed the names of the firms and their lines of business who have contributed to this fund, thereby making the distribution of these 65,000 pamphlets possible.

The amount required has all been subscribed, and contract has been placed with the Lechtman Printing Co., for the pamphlets and with the Berkowitz Envelope Co., for the envelopes. The pamphlet will be in two colors, red and black. The work of addressing the 65,000 envelopes to a select list of business houses in this trade territory will be started early this week. The work will be done under the direction of the Industrial Department, and will require about ten days to complete. A special force will be employed to do this work.

BOYS AND GIRLS COMBAT H. C. L.

Boys' and Girls' Farm Clubs in Missouri, Kansas and Oklahoma will exhibit canned products at the Boys' and Girls' Sweepstakes Contest, which the Chamber's Agricultural Department recently announced. This exhibit will be on display at the Soil Products Exposition at Convention Hall, September 24 to October 4.

The economy exercised in running the individual homes in America will be a big feature in combatting the high cost of living. The American people have learned thrift during the war. During the next decade necessity will compel the majority to practice it. The cost of living continues high and the only way ends can be made to meet in many homes will be by still greater economy.

"What do pig-club and canning-club boys and girls do with their earnings?" This question was put to 350 boys and girls at a recent meeting of club members held at Purdue University.

It was found that 58 of those present owned Liberty Bonds, which they had purchased with their own earnings; 109 had War Savings Stamps; and practically every one had bought Thrift Stamps. Out of the number questioned, 117 had made definite plans to apply the money made in further club work or for a college education.

Home canning, preserving and pickling are big features in cutting down household expenses, and The Chamber of Commerce is doing a timely work in stimulating the Boys' and Girls' Club work as conducted under the direction of State Colleges of Agriculture.

SAINT CECILIA'S ORCHESTRA COMING.

Word has just been received that for the first time in nearly four hundred years the historic Saint Cecilia Society of Rome will depart from its tradition when the "Augusteo," popularly called the "Saint Cecilia Orchestra," leaves Rome in October on its momentous mission to America.

Kansas City, according to the announcement, will be visited on Sunday, November 23, by Italy's national orchestra. Sixty of the most important cities of the United States will be covered, and to a special committee, of which Mr. Franklin D. Crabbs is Chairman, has been referred the matter for investigation and recommendation as to what may be necessary or advisable to be done here.

Report on Street Railway Situation Made by Executive Committee to Committee of One Hundred

THE following report was made by the Executive Committee of Nine to the Chamber of Commerce Committee of One Hundred on Kansas City's street railway problems at a meeting held the evening of August 5 and this report was unanimously adopted by the larger body. It is here published in full so that every member may have it for record:

Your Executive Committee of Nine, appointed at your first meeting held Friday evening, July 25, for the purpose of collecting information with respect to the condition of the Kansas City Railways Company, desires to report as follows:

We find that in many essential respects the street railway situation in the entire country is reflected in Kansas City. The street railway industry of the entire country seems to be face to face with the problem of how to make income meet requirements.

In many cities local committees are carrying on investigations, and a hearing is now being held in Washington before the Federal Electric Railway Commission, appointed by the President to ascertain the cause and find a remedy for the condition. We mention these facts to show that the interest in the problem is not local, but nation wide.

There are, of course, some conditions existing which are peculiar to our locality and which only add to the local problem.

Your Executive Committee have had before them Mr. R. P. Woods, city member of the Board of Control, and Mr. P. J. Kealy, President of the Kansas City Railways Company, on several different occasions. Complete stenographic reports of these hearings have been made and are a part of this report. The stenographic report goes into more detail than the public hearing before the Committee of One Hundred last Tuesday night, July 29.

Your Executive Committee immediately upon organization required the assistance of a certified public accountant to analyze the various profit and loss reports of the railways company. The services of Arthur Young and Company were secured for this work. The resident partners, Mr. Edward Fraser and Mr. Geo. E. Dell, performed this work as a civic duty and without cost to the committee.

There appears to be a general agreement, which is borne out by Arthur Young and Company's analysis of the Street Railway's accounts, that for the eleven months ending May 31, 1919 of the Street Railway Com-

pany's fiscal year, the company experienced a loss of over two million dollars, and that for the entire fiscal year ending June 30, 1918, a whole loss of about \$440,000 making a total whole loss since July 1, 1917, of a little over 2½ million dollars.

For the eleven months ending May 31, 1919, the company fell short of paying operating expenses by \$374,000. While the company was affected adversely by strikes and influenza epidemic during the period, the company would undoubtedly have sustained a substantial net loss even had transportation revenue been normal, owing principally to the increased cost of operation due to war conditions, with which every business man is entirely familiar in his own business.

We therefore find as follows:

1st. That the company's financial affairs are in a precarious condition and that immediate relief is necessary to maintain street car transportation; one of the first essentials for the welfare of every resident of the city.

2nd. That the present service is inadequate and its improvement and amplification would secure the public good will and prove an important factor in solving the company's financial difficulties.

3rd. We realize that contractual relations should be carefully regarded, but the economic conditions resulting from the war have created an emergency that cannot be ignored. Street car transportation is of first importance to all of the people and to all property values in the territory it serves, and we invite the co-operation of the city administration as well as of all the people of Kansas City so that such transportation may be secured in a satisfactory manner and at the lowest possible cost at which the company may operate and provide for its legitimate obligations.

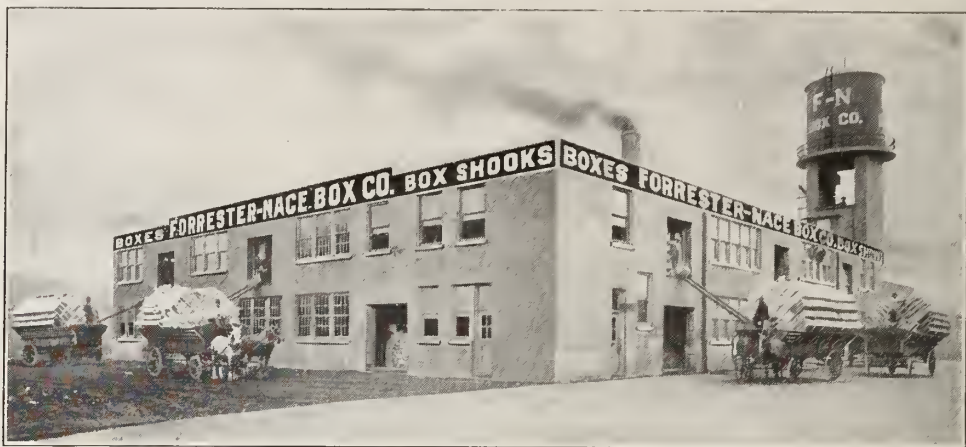
4th. The accountants' report shows that the six cent fare which the company has received since July 15, 1918, is insufficient to cover its costs of operation plus the legal obligations for interest charges on its bonded indebtedness.

5th. We find that in other cities rates of fare have been materially advanced in order to provide for the vastly increased costs of operation.

In order to facilitate the securing of further information and to find, if possible, a speedy solution of our street railway difficulties, we recommend that the following committees be appointed:

(Continued on page 567.)

Visiting Kansas City's Industries



The Forrester-Nace Box Company

The Forrester-Nace Box Company, shown in the above cut, is located at 8th and Wyoming streets and was established in 1901. The factory is equipped with the latest type of machinery for the manufacture of all kinds of wooden packing boxes and wooden shipping containers. Their specialties being improved bottle boxes, lock-corner boxes, 4-cne wire bound boxes, crates and box shooks.

The plant is two stories high and is said to cover an area of 150,000 sq. ft., and to employ 300 people. Their products are distributed over Western Missouri, Kansas, Nebraska, Oklahoma, Arkansas, Texas, New Mexico, Colorado, Iowa, South Dakota and North Dakota.

TRADE ROUTES OPERATED BY SHIPPING BOARD.

Eight hundred and twenty-nine ships, of 4,248,873 dead weight tons, are now engaged in general commerce under the direction of the United States Shipping Board, exclusive of more than 2,500,000 tons still in war service for the Army and Navy and in overseas civilian food relief work. Sixty-two regular general cargo liner services in trade routes have been established by the Board and are now under operation, these having been opened in the last six months as one of the first steps in the conversion of ocean tonnage released from war work to peace work.

One hundred and seventy-four steamships, of 1,365,305 dead weight tons, are employed in the trade routes which have been given regular cargo liner service. The remainder of the fleet is engaged in general cargo and tramp service.

Additional trade routes will be opened and more ships utilized as other tonnage becomes available through release from war and food relief work and through deliveries of new ships.

SALE OF GOVERNMENT- OWNED SUPPLIES.

The War Department, Surplus Property Division, Zone Seven, 1819 West 39th Street, Chicago, Ill., is now offering for sale, under sealed bids, 4,712 wrecking bars. Further particulars, bid forms and bid envelopes can be obtained at above office.

The War Department, Surplus Property Division, Jeffersonville, Indiana, offers for sale, under sealed bids, the following articles:

- 35,000 New Corn Brooms, opening date, August 26, 10 a. m.
- 23,136 New Padlocks, opening date September 2, 10 a. m.
- 147,600 New Pick Handles, opening date September 2, 10 a. m.
- 50,000 New Whip Lashes, September 4, 10 a. m.

INDUSTRIAL OPPORTUNITY.

A. V. Ramirez, 7a de la Camelia No. 179, Int. 16, Mexico, D. F., desires to communicate with concerns manufacturing mechanical and electrical machinery with the idea in view of representing them in Mexico.

STREET RAILWAYS.

(Continued from page 563.)

My Dear Mr. Askew: —

I have received your favor of the 7th inst., with respect to an article in this morning's Times:

I have such a sincere regard for the members of your Committee that I regret very much that I am in a position where I do not feel that I should discuss, deny or confirm the correctness of the Times' quotation.

I will say, however, that I regret very much the publication of the article as it appeared in the Times, as I feel that it will not help to secure an amicable solution of the very difficult problem which your Committee and our Committee are trying to help solve.

In my judgment no good purpose can be served by the further discussion of the matter. The question of good street railway transportation in Kansas City, on terms that will be fair both to the Railway Company and to the people, is too important to be delayed by a trial, either of a member of your Committee or a member of our Committee over an incident of the kind mentioned.

Yours sincerely,

(Signed.) EDWIN C. MESERVEY.

August 7, 1919.

Mr. E. C. Meservey,
Haff, Meservey, German & Michaels,
Commerce Building,
Kansas City, Missouri.

Dear Mr. Meservey:

We beg to acknowledge receipt of your letter of this date.

We consider the reply to your letter of this morning as evasive and unsatisfactory. This committee does not feel that your statement as published in this morning's Times is a mere incident to be dismissed at your pleasure but rather that it is a reflection upon the honor and integrity of every member of this committee.

Such statements, unless proven, tend to aggravate an already acute condition, and ultimately tend to impair public confidence in the work of this Committee, which is honestly striving to secure for our citizens at reasonable rates that kind of service to which they are entitled.

You should, therefore either deny the Times' quotation or give the name of the party to whom you refer in the same.

Very truly yours,

(Signed.) FRANK D. ASKEW.

Chairman, Executive Committee.

(Signed.) H. H. MATHONET.

Secretary, Executive Committee.

MR. MESERVEY'S REPLY.

Mr. Frank D. Askew,
Chairman Executive Committee,
Chamber of Commerce,
Kansas City, Missouri.

My Dear Mr. Askew:

I beg to acknowledge receipt of your letter of the 7th inst., which was delivered to me this morning.

I regret that your committee does not feel that my letter to you was satisfactory, but I still feel that I should not discuss the incident further.

I beg to assure you and the other gentlemen of your committee, however, that I have never said anything which reflected upon the honor and integrity of your committee as a whole, nor have I ever had or expressed any doubt that you are honestly serving on your committee as a public duty for the sole purpose of securing for our citizens good street railway service at reasonable rates.

Yours very truly,

(Signed) EDWIN C. MESERVEY.

REPORT ON STREET RAILWAYS.

(Continued from page 565.)

EXECUTIVE COMMITTEE.

Frank D. Askew, Chairman.
J. M. Bernardin, Vice-Chairman.
R. A. Long L. P. Rothschild
C. H. Mann H. V. Jones
F. L. Hall Julius Davidson
R. L. Redpath John A. Prescott

- (a) Conduct hearings.
- (b) Arrange for meeting the cost of the investigation.
- (c) Correlation of reports and work of other committees.
- (d) Employment of experts.
- (e) Authorization of expenditures.

FINANCIAL TRANSACTIONS.

John A. Prescott, Chairman.
Forrest C. Cochrane, Vice-Chairman.
W. M. Fible Geo. H. Edwards
C. S. Jobes W. S. McClucas
J. C. Lester C. C. Peters

- (a) Capital Investment: (1) Stocks, (2) Bonds.
- (b) Indebtedness: (1) Classes—bonded and floating, (2) Past due, (3) Maturing, (4) Income required to meet
- (c) Depreciation: How handled.
- (d) Taxation: (1) Licenses, (2) Regular, (3) Special.

VALUATION.

Frank L. Hall, Chairman.
W. J. Squire, Vice-Chairman.
Wash. Adams Geo. M. Myers
Walter E. Jaccard Geo. H. Bunting
Jabez N. Jackson Chas. N. Sheldon
R. E. McDonnell

- (a) Determine policy of the basis of valuation, either that fixed in the franchise or present physical value of the property.

(Continued on page 570.)

EQUAL EDUCATION FOR ALL.

"Only those children who live in the more favored communities of this country have any adequate educational opportunity." This statement was made by George D. Strayer, President of the National Educational Association, in his inaugural address at the opening session of the N. E. A. Convention at Milwaukee. Mr. Strayer outlined the following program for the betterment of schooling:

"The future of our American democracy depends upon a recognition of the necessity of developing in the United States a system of public education:

- (1) Which will remove illiteracy;
- (2) Which will provide for the Americanization of every foreigner who would continue to live among us;
- (3) Which will include a program of physical education and health service, providing for every boy and girl an opportunity for normal physical growth and development;
- (4) Which will guarantee sufficient support for public education to make possible a well equipped school in which a properly trained and adequately paid teacher will teach for a minimum of one hundred and eighty days in the year;
- (5) Which will make compulsory education to eighteen years of age on full time for boys, and girls until sixteen years of age, and on part time, in daylight hours, on the employer's time, for those who work between sixteen and eighteen years of age."

Kansas City is fortunate in having a school system which ranks among the best in the country. But, can this be said for all the surrounding rural districts?

The Kansas City Chamber realizes that the growth of Kansas City depends on the growth of its trade territory, and the growth of its trade territory, which is largely agricultural, depends on equal educational opportunities for children and adults in all districts and in every way.

INDUSTRIAL ARTS EXPOSITION.

The St. Louis Art League announces an Industrial Arts and Crafts Exposition to be held in the Southern Hotel Building, St. Louis, for four weeks, beginning October 15. The object of the exposition is to awaken American manufacturers and business men in general to the necessity of providing original designs in industry for the coming competition in domestic and foreign trade. It will be the first distinctive exposition of its kind in America, and it is hoped will pave the way to a national or international exposition within a few years.

TRADE DIRECTORY.

Blanks mailed to local manufacturers some time ago on which they were asked to list articles manufactured in Kansas City have been returned by the majority of manufacturers, and the actual work of compiling this data for use in the directory has been started. Manufacturers who have not returned the blanks are urged to do so at once.

As originally announced, it is the plan of the Industrial Committee to pay for the publication of this directory through advertisements by local manufacturers and wholesalers. It is proposed to issue 30,000 copies which will be distributed to the principal business concerns in this trade territory, to purchasing agents of large concerns throughout the country, put in the hands of every foreign consul and sent out in answer to numerous inquiries received at the Chamber for lists of articles manufactured here.

The rates for advertising are as follows: Full page \$100, half page \$55, quarter page \$30. Solicitation is now being made for this advertising space, and any member interested is asked to communicate with the Industrial Commissioner at once, as it is planned to close the forms just as soon as the necessary advertising space has been sold. It is not the intention to make any money on the publication, simply to sell sufficient space to pay the actual cost of production.

When it is considered that 30,000 copies are to be distributed by mail and that the publication is one which will be put on file for future reference by the men who actually do the buying in the large concerns in this territory, the real value of the booklet and of the advertising space will be readily understood.

CHAMBER'S GAS REPORT.

The report of the special gas committee of The Chamber of Commerce, which was issued in May, 1918, is meeting with quite a demand at the present time. This seems to be due to the fact that the method of charges advocated in that report was suggested as the proper method of charging for gas by Mr. Henry L. Doherty, head of the Cities Service Company, which owns the Kansas Natural Gas Company, in the hearing before the Kansas State Utilities Commission in Topeka two weeks ago.

Various city attorneys and gas company officials present at the hearing are asking for copies of this report.

BOARD OF DIRECTORS ACTS ON MESERVEY CHARGE.

The Board of Directors at its meeting, Friday afternoon, August 8, directed that the following letter be sent to Mr. E. C. Meservy with reference to the statement quoting him, which appeared in the press, Thursday, August 7:

August 8, 1919.

Mr. E. C. Meservy,
Commerce Building,
Kansas City, Missouri.
Dear Mr. Meservy:

The Board of Directors of the Chamber of Commerce at a regular meeting held this afternoon heard a report from the Executive Committee of the Committee of One Hundred on the street railway situation, which covered the statement credited to you in the Times of August 7 and the Committee's correspondence relating thereto.

Since the Board of Directors appointed the Committee of One Hundred at the request of the Real Estate Board, it is vitally interested in proving or disproving the authenticity of the report. The correspondence passing between you and the chairman of the Executive Committee fails to show any denial of the statement attributed to you. It is therefore now our desire and intention to learn from you the name of the individual whom you quoted.

The Board of Directors cannot in justice to itself or to the organization or to the Committee of One Hundred allow such a charge to stand unchallenged. It was with the intention of having a conference with you regarding this that our General Secretary telephoned you in the name of the Board of Directors this afternoon asking that you attend a special meeting of the Board that would be held tomorrow (Saturday) morning at an hour convenient to you. Unfortunately, you saw fit to decline the invitation.

We cannot, however, consider the matter closed without formally requesting you as a member of this organization to meet with the Board of Directors at the Chamber of Commerce on Saturday, August 9, at any hour you may designate, to make whatever statement you might see fit to make regarding the Times' article.

If you are still not disposed to meet with the Board, will you or will you not say whether or not the statements as shown by the press were made by you. If they were, will you or will you not give us the name of the member of the Committee of One Hundred who made the statements?

Very truly yours,

(Signed) CLIFF C. JONES,
Vice President.

MR. MESERVEY'S REPLY.

August 9, 1919.

Mr. Cliff C. Jones,
Vice President,
Chamber of Commerce,
Kansas City, Missouri.
My Dear Mr. Jones:

I am in receipt of yours of the 8th inst., inviting me to a discussion of the article which appeared in The Kansas City Times of August 7th.

As I have already written to the gentlemen composing the Executive Committee of the Committee of One Hundred, I do not feel that it would be proper for me to enter into any discussion of this matter.

I regret very much that I cannot comply with your request, but for reasons perfectly clear to me, and which I think ought to be obvious to the members of your Board, I must decline to make any statement with reference to the matter.

Yours very truly,

(Signed) EDWIN C. MESERVEY.

STATE FAIR.

Visitors at the State Fair this year are assured an unusually good program of entertainment. Many famous war trophies will be exhibited, daring feats of aviation will be performed daily by Louis Gerston, "The Human Night Hawk"; horse racing and automobile racing will be features of the program. Thaviu's International Band will give daily concerts. Friday, August 13, will be Good Roads and Kansas City day. Attend the Fair on that day and enjoy the above program. Boost good roads and Kansas City on one and the same day.

LEGISLATIVE EXPENSES.

A recent report of the Auditor of State, as printed in the last number of the Citizens' League Bulletin of Kansas City, gives some interesting figures concerning the expenditures of the last session of the legislature.

The total cost of the legislature was \$511,000, of which the House spent \$270,000 and the Senate \$241,000. Among the items which are interesting are that the House had 34 doorkeepers and the Senate had 41. The total cost of doorkeepers for the session was \$26,000. The Senate had 17 pages and the House had 15. Altogether there were 460 Senate employees, or 13 per Senator. The House had 295 employees, or 2 per representative.

REPORT ON STREET RAILWAYS.

(Continued from page 567.)

INVESTIGATION IN OTHER CITIES.

- Julius Davidson, Chairman.
 S. J. Whitmore, Vice-Chairman.
 H. R. Ennis F. B. Heath
 H. J. Waters R. M. Hockaday
 L. E. Moses Purd B. Wright
 S. C. Blackburn
- Service at cost in Cleveland, Cincinnati, etc.
 - Governmental control in Boston.
 - Fares, Transfers, etc.

SERVICE AND FARES.

- Conrad H. Mann, Chairman.
 Fred L. Dickey, Vice-Chairman.
 David Benjamin Wm. Buchholz
 Fred M. Lee Louis Oppenstein
 Wm. Morgan Hand Howard McChitcheon
 E. P. Adams
- What is good service?
 - What service is Kansas City receiving?
 - What is the cost per passenger of good service in Kansas City?

ECONOMIES AND EFFICIENCY.

- R. A. Long, Chairman.
 Solomon Stoddard, Vice-Chairman.
 J. D. Dewan W. J. Berkowitz
 W. H. Weeks W. M. Federman
 A. W. Peet Burris A. Jenkins
 E. B. Smith
- Management.
 - Purchases.
 - Equipment.
 - Rehabilitation.
 - Operation.

FRANCHISE.

- R. L. Redpath, Chairman.
 Leon Smith, Vice-Chairman.
 H. L. Jost C. L. Scott
 Howard A. Fitch Herbert M. Woolf
 Geo. N. Neff J. M. Robinson
- Present contract defined.
 - Franchise obligations: (1) Fulfilled, (2) Unfulfilled but not yet due, (3) Contract obligations delinquent and why.
 - Franchise modifications, advisable, if any.

LABOR COMMITTEE.

- Herbert V. Jones, Chairman.
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 F. M. Bernardin A. H. Connelly
 Godfrey Swenson E. O. Faeth
 Hal Gaylord E. M. Tucker
 E. J. McNamara
- Supply.
 - Turnover.
 - Company organization plan.

JITNEYS AND OTHER SOURCES OF TRAFFIC LOSS (Including Street Congestion.)

- L. P. Rothschild, Chairman.
 Fred C. Sharon, Vice-Chairman.
 Ed. S. North C. A. Burton
 S. L. Robertson J. F. Gilpatrick
 W. T. Grant E. T. Wilder
 H. B. Harbison
- Regulation and control.

It will be noticed that the chairman of each of these committees is a member of the executive committee. This was done for the purpose of tying the special committees into the Executive Committee, and through

the Executive Committee to formulate a correlated final report.

It is the intent of the Executive Committee to ask the sub-committeemen to give the various subjects assigned them careful thought and prompt attention in order that Kansas City may secure the street railway transportation and service to which it is rightfully entitled.

Your executive committee is of the opinion that the verdict of the Missouri Public Service Commission allowing an increased fare ranging from 7 to 8 cents does not obviate the necessity for continuing the work of the Committee of One Hundred. We feel there are other matters involved which this committee should consider as well as the matter of fares.

In pursuance of a motion adopted at the last meeting of the Committee of One Hundred, providing for a finance committee to raise funds for the work of the Committee, the following have been named:

- H. R. Ennis, Chairman.
 F. M. Bernardin R. M. Hockaday
 E. O. Faeth Louis Oppenstein

We recommend that this committee immediately proceed to raise approximately \$2,500.00 for the necessary expenses involved in the work, and that they shall accept no financial assistance outside of the Committee of One Hundred. This is in accordance with action taken at the first meeting of the Committee whereby it was determined to finance operations by its membership.

Respectfully submitted,

(Signed.) FRANK D. ASKEW.
 August 5, 1919. Chairman.

GOOD ROADS AT FAIR.

Plans are being formulated jointly by The Chamber of Commerce and the Good Roads Association to assure a representative Kansas City delegation at the State Fair on Kansas City and Good Roads Day, which is Friday, August 15. A state-wide Good Roads Convention will be held at the Fair Grounds that day, and the speakers will be Dr. H. J. Waters, J. Frank Smith, George D. Hurley, and others.

Attend the State Fair on Friday and boost Good Roads and Kansas City on one and the same day.

INDUSTRIAL OPPORTUNITY.

L. N. Jackson & Co., San Francisco, have just organized to engage in import and export trade between America, Australasia and the Orient. They desire to communicate with concerns looking for foreign connections in these countries.

Traffic and Transportation

BILL OF LADING ORDER POSTPONED.

The Interstate Commerce Commission on August 4th issued a formal order postponing until further notice their order prescribing the new bill of lading to become effective September 8.

This is the result of an injunction secured by certain non-federal controlled lines and steamship companies in the United States District Court for the Southern District of New York.

As the matter now stands, therefore, shippers may continue the use of the present forms of bills of lading until the courts pass upon the matter.

This is good news for shippers who have their own forms of ladings printed, because if the order of the Commission had gone into effect September 8, much trouble would have been experienced in securing supplies of the new form, and large losses sustained by reason of stocks of old forms on hand having to be thrown away.

THE STRIKE.

Last week found the shippers face to face with real trouble, the result of the strike of the railroad shop and mechanical forces.

The time for calling the strike was exceedingly well chosen to put the greatest burden on the public—a vast tonnage is moving, the great grain traffic is in full swing, the Food Administration is putting forth its best efforts to supply Europe with needed food supplies. Yet, at this critical time the public must be subjected to a strike.

Certain of the roads were forced to place restrictions on less carload traffic, amounting in some cases to total embargoes at Kansas City. The interchanging of carload traffic between the various lines at Kansas City was seriously interfered with. All told, the shipping public was caused a great deal of trouble and subjected to great inconvenience.

Friday the strike was called off, just as the carriers were announcing that passenger service would be curtailed.

On Friday morning, shortly before noon, and before news was received that the strike was called off, the Transportation Commissioner filed a vigorous protest with Regional Directors, asking that certain lines, which were refusing to accept L. C. L. freight on account of the strike, would be opened up for merchandise traffic.

MATTERS BEFORE DISTRICT COMMITTEES

Kansas City Committee.

Docket 835. Petroleum and Products, L.C.L. Between Kansas stations, adoption of new schedule of rates. Hearing postponed to September 5, 11 a. m.

Docket 845. Emergency. Corn, kaffir corn and oats, C.L. Publication through commodity rates corresponding with rates effective to Kansas City and arbitraries 2½ cents and 4 cents higher, or the same as would now be in effect had there been also a through wheat rate prior to June 25, 1918, on basis corresponding with special corn, kaffir corn and oats rates.

From C. R. L. & P. points in southern Ne-

braska and northern Kansas, to C. R. L. & P. points in Missouri, northeast of Kansas City and east of St. Joseph.

Docket 847. Paving and roofing material, C.L., to, from and between stations in Kansas and New Mexico. Proposed to add paving joints made of asphalt with paper fabric binder on both sides to items in tariffs providing commodity rates on paving and roofing materials. Present basis, 5th class. (Aug. 15.)

Docket 848. Coal, anthracite and semi, C.L., from Kansas City, St. Joseph, Atchison, Leavenworth and points taking same rates to McAlester, Okla.; present rate 24c; proposed 26½ cents. (Aug. 15.)

Docket 851. Hay and straw, C.L., from points on the A. T. & S. F. west of Missouri River, to points on C. & N. W. in Illinois, Wisconsin, etc. Proposed to establish through rates in lieu of present combinations. (Aug. 15.)

Docket 852. Folding beds and tables, C.L., from Wichita to Kansas City, Omaha, etc. To Kansas City and other lower Missouri River points, present 50c, proposed 30c; to Omaha and Lincoln, present 62.5c, proposed 47c. (Aug. 15.)

Docket 855. To establish routing on lumber, from Utah common points, to points on K. C. N. W., W. F. T. M. tariff 107-A. (Aug. 15.)

Docket 856. To establish routing via K. C. N. W. on traffic from territory east, south and west of Kansas City via Kansas City. (Aug. 15.)

Omaha Committee.

Docket 169. (Redocketed). Sulphate of Soda (Glauber's salts, C.L., Min 30,000, From Lockett, Wyo., to destinations on Mo. Riv., Miss. Riv., etc. Present rate to Kansas City \$5; proposed \$4.40. (Sept. 2.)

Docket 171. (Redocketed). Building and roofing paper, C. L., Kansas City, and other lower Missouri River points to Sioux City, Council Bluffs and Nebraska points. Present basis 5th class. Proposed, commodity rates. (Sept. 4.)

Docket 323. Bentonite, from Lander, Wyo., to Omaha, present class rate; proposed \$5.90 per ton. (Sept. 2.)

Docket 326. Potatoes, C.L., between Missouri River, Colorado, and points on C. B. & Q., Minneola, Wyo., to Wendover, Wyo., Letan to Henry, Neb. Readjustment. (Sept. 2.)

St. Louis Committee.

Docket 1109. Proposed to establish commodity rates on Live Stock (Cargoes from points in Oklahoma on the Buffalo & Northwestern Railroad to Kansas City and other western markets. (Aug. 13.)

Docket 1121. Proposed to establish commodity rates on Furniture, C. L., to Okmulgee, Okla., from Kansas City 76½c, Omaha, 85c per 100 lbs., in lieu of present 3rd class rates. (Aug. 13.)

Chicago Western Committee.

Docket 423. Emergency. Corrected. To change commodity description all tariffs to make same rates, privileges, etc., apply on cereal beverages, as apply on beer. (Aug. 14.)

Docket 508. Paving joints, expansion (asphalt and paper or felt combined). To include in commodity rates on roofing and paving material. (Aug. 14.)

(Continued on page 572.)

TRAFFIC AND TRANSPORTATION.

(Continued from page 571.)

RATES AUTHORIZED.

F. R. A. 14827. Asphalt C. L. 50,000 lbs. From New Orleans and other Gulf Ports. Rates authorized to various destinations. To Kansas City, from New Orleans 30c; from Texas ports and Texas producing points, 28c.

F. R. A. 11077. Grain, grain products, popcorn and seeds; also alfalfa hay, meal and refuse syrup. Establish transit privilege at Omaha provided in item 1095 C. B. & Q. 4202-G, at Council Bluffs.

F. R. A. 11170. Barrels, casks, etc., items 744 and 750, S.W.L. circular 3-K; between interstate points and Oklahoma; carload rating of class B.

F. R. A. 11173. Boxes, corrugated, pulpboard, fibreboard, or strawboard, C.L. and L.C.L. from eastern points to Pacific coast and Montana. Readjustment. C. L. and L. C. L.

F. R. A. 11175. Hay and straw, C.L. Authorizes publication mileage scale between points in Kansas and points in Nebraska, except A. T. & S. F. points.

F. R. A. 11181. Transit on grain, La Crosse, Kans. From various Kansas points to St. Louis, Memphis and points in Arkansas, Louisiana and Texas.

F. R. A. 11183. Leather board, pancake leather, C.L. Readjustment from eastern points, including Kansas City to Pacific and intermountain points, also Montana points, Transcontinental tariffs.

F. R. A. 1184. Iron and steel articles, C.L., eastern points to Transcontinental points. From Kansas City, \$1.00.

F. R. A. 11191. Amend item 1035 C. B. & Q. 4204-G, to provide transit at Lincoln, on grain and products, popcorn and seeds, on shipments received by C. B. & Q. at Lincoln from stations on other lines, destined, Kansas City, St. Joseph, Atchison, Leavenworth, on 3 days' notice.

F. R. A. 11217. Hay, C.L., from points in Colorado on A. T. & S. F., W. F. T. B. tariff 111-A, taking group 1 rates, to certain points in Missouri on Missouri Pacific, rate of 34 cents.

F. R. A. 11360. Wheat, corn and oats; str. C. L.; wheat and corn, 40,000; oats, 35,000; from Kansas City, etc., when originating beyond, to Cincinnati, Jeffersonville, Ind., Louisville, Ky., New Albany, Ind., when destined Southeastern and Carolina territories.

F. R. A. 11361. Establish through rates, grain and products, C.L., Missouri River to points on Illinois Traction system.

F. R. A. 11368. Tapioca and Tapioca flour, in bags, C.L., 40,000; from Pacific Coast points, to eastern points. To Kansas City, \$1.25.

F. R. A. 11369. To include pancake flour in item 545-C Transcontinental tariff 4-O, with flour, barley, buckwheat, corn, rye or wheat; meal, corn or rye.

F. R. A. 11370. Wall sizing, C.L. and L.C.L.; from eastern points to western points. Transcontinental tariffs; readjustment.

LEGISLATIVE

COMMITTEE BUSY.

In spite of the extremely hot weather the Legislative Committee of the Industrial Department true to the standard which it set early in the year for holding frequent meetings and staying right on the job with whatever proposition the tackle, have within the last three weeks held four important meetings, the last of which lasted for three hours.

The committee is considering, at the request of the Board of Directors, the Kenyon and Kendricks bills, now before Congress, and in their discussions of these bills have called in to meet with them a number of local business men particularly interested and who were in a position to give the committee information of value.

The committee will meet again this noon at which time it is hoped that a final report will be arrived at for transmission to the Board of Directors.

FOREIGN TRADE
OPPORTUNITIES.

No. 30158—An agency and the purchase of general hardware of all sorts, tubing in general, iron and metals, and lumber are desired by a man in Italy. Quotations should be given c.i.f. Italian port. Payment against documents. Correspondence may be in English. References.

No. 30159—A firm in Australia desires to establish communication with manufacturers of general hardware lines, and general merchandise, with a view to securing agencies. References.

A. De Jong & Co., Rotterdam, desire to purchase 3,000 tons unpeeled rice c.f. Rotterdam or c.f. Hamburg, payment cash against documents, in dollars. They desire to know how packed, whether in bags or otherwise. Cable quotation desired.

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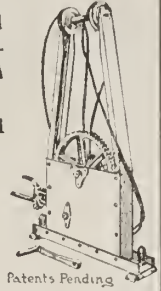
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AUGUST 20th

IS THE DATE
OF THE NEXT

Y.M.D. Luncheon

Watch this space next week
for program.

Friday, August 15
will be
Good Roads Day and
Kansas City Day
at
Missouri State Fair

A state-wide Good Roads Convention, a "Ship by Truck" demonstration, speeches by a number of prominent men, to say nothing of a big host of entertainment features will be on the program that day.

Visit the State Fair on Friday and boost Good Roads and Kansas City on one and the same day.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 33

KANSAS CITY, TUESDAY, AUGUST 19, 1919

Do you know

The Industrial Department is preparing a Trade Directory of everything made in Kansas City for general distribution?

An industrial map of Kansas City is to be published shortly?

The Inventions Committee will investigate an invention of any Kansas City party and submit an impartial report thereon?

The Industrial Department is constantly in touch with industrial concerns desiring to locate in Kansas City, and that members having available factory space should list it with that department?

*Don't overlook the Y. M. D. luncheon
Wednesday noon. See back page for
announcement.*

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

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MAY DROP HOUSING SURVEY.

According to advice just received from the U. S. Housing Corporation, due to lack of appropriation for continuing the work of that organization, the proposed housing survey in Kansas City, as well as elsewhere, cannot be made by that organization.

It will be recalled that some weeks ago Mr. C. R. Bixby, representing the U. S. Housing Corporation, was in Kansas City at the invitation of the Chamber of Commerce for the purpose of discussing plans for a complete housing survey which it was planned to make early in the Fall under Mr. Bixby's supervision. According to the announcement just made the survey cannot now be made under the direction of this corporation, although it is possible that plans may be worked out later for the survey to be made through local organizations.

PROGRESS OF THE COMMITTEE OF ONE HUNDRED.

No meetings of the general Committee of One Hundred have been held in the past week, but every sub-committee is busy getting information and doing the work that it was appointed to do. At a meeting of the Executive Committee on last Wednesday, August 13, reports of the chairmen of the various sub-committees were heard. From the reports given it is very obvious that the committees are hard at work. Meetings are being held and detailed information is being gathered.

The sub-committee on Valuation is having figures prepared by the engineer members of the committee showing the actual physical valuation of the plant at the present time. The Jitney Committee has held meetings with street railwaymen, jitney-men, traffickers and others. The Labor Committee has had meetings with the employment managers of the Railways Company and the representatives of the various classes of employees. The Committee on Other Cities now has two members visiting a number of cities in the East getting detailed information concerning the operation, rates, labor conditions, wages, sentiment of the people, etc., with reference to railways in these cities.

It is expected that the various sub-committees will have their reports ready within a very short time.

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What is the Chamber of Commerce Doing?

THE heading of this article is a question that used to be heard quite frequently. It is now very little used and then only by those who will not interest themselves sufficiently to find out what the Chamber is doing or do not want to know. But as a matter of information to the average member, a mid-summer inventory might be of interest, especially so as in mid-summer the average chamber of commerce suspends its usual activities. Not so with the Kansas City Chamber of Commerce. Here is a brief summary of some of the things now occupying the attention of the organization.

The activity that is occupying the most prominent place in the organization's work just now is the undertaking of a solution of Kansas City's street railway problem through a committee of one hundred members who last week alone held 8 meetings despite the weather conditions.

The Chamber has undertaken to provide or see to the provision of adequate exposition facilities for Kansas City and although little has been said publicly of late a definite proposition is being matured.

Kansas City is facing a physical merger of its two telephone companies, largely, if not entirely, as the result of Chamber of Commerce activity and the Chamber is now proposing that the most modern automatic equipment be installed as a great improvement over the manual system.

The extension of Kansas City's wholesale trade is being promoted by the mailing out this week of 65,000 specially and attractively gotten up booklets of the Star's "Do You Know" articles to that many merchants in Kansas City trade territory.

One of the most important things before the organization is the selection of new quarters in keeping with the organization and in recognition of the

members' demand that it be more centrally and advantageously located. Negotiations are now under way regarding which announcement will be made as soon as they have been completed.

What other big things is the Chamber doing these days?

Through the Civic Department steps are under way for not only conducting the charity chest inaugurated last year for the benefit of twenty-six local charities, but enlarging this year to take in all worthy charities, in the interest of greater efficiency on their part and economy of time, effort and money on the part of the business men who support them.

The Industrial Department shows creditable activity in bringing new industries and helping those already here. The National Cloak & Suit Company now building at Independence Avenue and Hardesty is the latest big acquisition with which the Department was connected.

A trade directory of everything made in Kansas City is well under way and so is a big industrial map that has been under preparation for some time to show Kansas City's industrial sections, traffic facilities, etc.

The Agricultural Department is promoting better agriculture in the country surrounding Kansas City, particularly along the lines of expositions and shows. Good roads are in charge of this Department with the recently organized Good Roads Association of Greater Kansas City as the first proof of its effort.

Conventions and publicity constitute another dual activity of the Chamber advertising Kansas City favorably by bringing thousands of people here each year.

The Young Men's Department is keeping the membership interested even during the summer with its inter-

(Continued on Page 583.)

MESERVEY CHARGES.

The Board of Directors of the Chamber of Commerce and the Committee of One Hundred are determined that the statement of Mr. E. C. Meservey, to the effect that one of the members of the Committee of One Hundred told him that he was put on the Committee of One Hundred to "put something over," shall not be forgotten until the facts are discovered and the name of the man who made the statement, if there is such, is discovered.

Since Mr. Meservey feels that he cannot give the name of the man, the Board of Directors has ordered that a statement be secured from each member of the Committee of One Hundred.

"To the Members of the Committee of One Hundred:

"The charge brought by Mr. E. C. Meservey, in a statement published in the Kansas City Times, August 7, states that:

"He was approached by a member of the Chamber of Commerce Committee of One Hundred, who told him that he (the member of the Committee of One Hundred) was placed on a Committee to "put a certain thing over," and that this member's firm, which has been furnishing Mr. Meservey's firm with certain business, would withdraw its support unless Mr. Meservey ceased his activities with the Central Union Committee."

"This is such a serious charge that the Executive Committee of the Committee of One Hundred is endeavoring to sift the matter to the bottom.

"In order that each member of the Committee of One Hundred may express himself, we are enclosing herewith statement which he is asked to sign and return immediately. Since Mr. Meservey has refused to name the party, your Executive Committee is itself endeavoring to establish his identity if any member of the Committee made the statement charged. We confidently believe that no such statement was made by any member of our committee and would be pleased to have every member help to establish that fact. A return card is accordingly enclosed for the purpose.

"Your Executive Committee does not deem it necessary to go further into the facts. The full correspondence has been printed, and doubtless you are fully advised as to what has passed between Mr. Meservey and the Executive Committee.

"Please send your reply by return mail, and oblige,

Yours very truly,

(Signed) FRANK D. ASKEW.
Chairman, Committee of One Hundred."

JITNEYS.

To find out how other cities are handling their jitney problems, the Department of Civics has collected ordinances and other information from 32 of the largest cities of the country. A number of cities report that they have no jitneys. Others have ordinances which are so constructed as apparently to drive jitneys out of the city. In other cities there are only large jitney busses. In one or two cities franchises are required. The bond required varies from nothing to \$10,000. Fares vary from 5c maximum to 15c maximum. The exact method of regulating depends generally upon local conditions.

Accompanying this letter was the following form for the signature of the member of the committee:

"I was approached by a member of the Chamber of Commerce Committee the other day," said E. C. Meservey, committeeman, and a former city counselor, "who told me he was placed on that committee to put a certain thing over." He also told me that his firm, which has been furnishing my firm with certain business, would withdraw its support unless I ceased my activities with this committee. He said I ought to be on the other committee. I do not wish to reflect upon the Chamber of Commerce Committee, for I think most of its members are disinterested and honestly desirous of finding the trouble in the present situation."

"I hereby deny that I had any conversation of the nature mentioned in the preceding quotation, taken from the Kansas City Times of August 7, with Mr. E. C. Meservey, or any other person.

"I further assert that I had no knowledge that I was to be placed on the Committee of One Hundred in advance of the announcement of the Committeemen.

"I am not aware I was placed on the Committee for any purpose other than to investigate the facts with an honest endeavor to find a solution of the transportation problem in Kansas City."

(Signed)

Up to the present time 81 replies have been received. A number of the remaining members of the committee are out of the city, but efforts are being made to reach every member and it is expected to reach all very shortly. This letter should be a means of securing a statement from every member of the committee.

Automatic Telephone Report

THERE is here submitted for the benefit of the membership of the Chamber the report of the committee appointed to investigate the operation of automatic telephone systems in various cities, in full as submitted to the Board of Directors on August 8.

In next week's issue of The Kansas Citian will be carried a list of cities in which automatic systems are now in operation, and the following week expressions secured from those interviewed in the various cities and showing just what the business people in those cities think of the automatic system.

"Board of Directors,
The Chamber of Commerce of Kansas City,
Kansas City, Missouri.
Gentlemen:

Your special committee, appointed July 15 to investigate automatic telephone equipment for Kansas City, reports having visited the cities of Minneapolis, St. Paul, Chicago, Muskegon and Grand Rapids, and having been well received and tendered splendid assistance by chambers of commerce officers, city officials and telephone men. The committee was accompanied by Mr. E. M. Harber, City Counselor, and Mr. P. H. Hopkins, Vice President, Kansas City Telephone Company.

At every point the committee inquired into the mechanical operation of the automatic apparatus and into the service received by the users, except at Chicago, where the time was spent in the factory of the Automatic Electric Company inquiring into the construction and mechanical side of the equipment.

In Minneapolis, population 410,000, we found 26,000 automatics as against 68,000 manual instruments in use, both systems being operated by the Northwestern Bell Telephone Company. The situation there is so closely interwoven with that of St. Paul (population 247,000) that the Twin Cities might be dealt with jointly. St. Paul has 14,000 automatics as against 43,000 manual instruments. These are operated by the Tri-State Telephone Company.

We were fortunate in finding Mr. Guy H. Pratt, Vice President of the Northwestern Bell Telephone Company (headquarters in Omaha), in Minneapolis, and we also interviewed President J. S. Robinson of the Tri-State Company (a former Kansas Citian) and many other lesser officers. In addition to that the exchanges at both points were visited and conferences held with a number of business men, users of both the automatic and manual apparatus.

There is attached in detailed form the pertinent statements made by those inter-

viewed, but briefly summarized the situation in the Twin Cities is that the automatic is far superior to the manual, and the two systems are being unified with the purpose of installing full automatic equipment as soon as possible, with the probability that this will take about a year and a half. The only complaint received was from one business man, who stated that the unification is proceeding too slowly. Several brought out the point that when the automatic was first introduced they did not like it, but they are enthusiastic over it now.

Regarding all of the information elicited in interviews in the Twin Cities and elsewhere, this is divided under the headings of "Mechanical Operation" and "Service."

The visit to Chicago was for the purpose of interviewing the officers of the Automatic Electric Company, whose equipment is in use in a large number of cities as shown in the list attached to this report, and which was furnished by this company. The committee there inquired into the interchange of patents between that company and the Western Electric Company and was informed that the Automatic Company controls the fundamental patents that the Western Electric people have to use, but that this is offset by the right on the part of the Automatic Company to use certain patents controlled by the Western people. President Harmon A. Harris of the Automatic Electric Company, which is controlled by the Home Telephone Company, summarized the situation in a statement that there is a limited interchange of the patents between the two companies, but regarding equipment for Kansas City they would install any call indicator or other equipment that will give the greatest satisfaction regardless of the company producing it. The Bell Telephone Company controls the Western Electric Company. The committee was favorably impressed with all that was seen and learned at the Automatic Company's plant.

In Muskegon, population 55,000, the telephone equipment is entirely automatic. It

(Continued on Page 584.)

ORGANIZE EMPLOYMENT MANAGERS' COUNCIL.

Formal action authorizing the organization of an employment managers' council was taken last Wednesday afternoon when the representatives of more than twenty-five Kansas City concerns met to consider a report of the Employment Committee of the Chamber dealing with this subject. It was the sense of that meeting that there was need for such an organization in Kansas City, and that a great amount of good would come from such an organization.

The tentative objects, as adopted by that meeting, are as follows:

1. To encourage and foster the study of employment problems and the installation and development of employment departments.
2. To hold regular meetings for the purpose of discussing employment problems.
3. To act as a clearing house for better methods of handling employment problems.
4. To encourage a closer cooperation between employment men.

A committee on committees was appointed, which later named the following committees which are to report at an adjourned meeting to be held tomorrow, Wednesday, afternoon at 4:00 o'clock in the Chamber rooms.

Committee on Committees.

Miss Lee Thomas, Southwest Bell Telephone Co.

Frank S. Land, Scottish Rite Temple.

J. B. Reilly, Montgomery Ward & Co.

B. O. Taylor, Employment Manager, Chamber of Commerce.

Committee on Constitution and By-Laws.

C. H. Haire, Emery-Bird-Thayer D. G. Co.

Miss Bernice Frederick, Y. W. C. A.

E. W. Mentel, Industrial Commissioner, Chamber of Commerce.

Program Committee.

J. B. Reilly, Montgomery Ward & Co.

Miss Carrie Lee Thomas, Southwest Bell Telephone Co.

B. O. Taylor, Chamber of Commerce.

Nominations Committee.

Thos. A. Ebaugh, Loose-Wiles Biscuit Co., Chairman.

E. S. Menard, Missouri Can Co.

Miss Mary I. Stagg, Royal Typewriter Co.

M. A. Hutterer, Columbian Steel Tank Co.

Membership Committee.

Wm. Heider, Irving-Pitt Mfg. Co., Chairman.

E. D. Taylor, K. C. Belt and Nut Co.

Miss Marie E. Brian, Western Union Telegraph Co.

CONTRACT PLACED FOR INDUSTRIAL MAP.

Contract for the proposed industrial map, on which the Industrial Department has been working for some time, was let during the past week to the F. E. Gallup Map Company. This action followed a meeting of representatives from the various railroad lines on Thursday afternoon.

The meeting was held for the purpose of discussing with the heads of the railroad companies, various details regarding the map and for the purpose of securing from them any suggestions which they might have to offer and which would be of value in getting out the map. Every railroad man present was enthusiastic over the proposition and agreed to cooperate in every possible way in making the map absolutely correct and complete.

The map when complete will be approximately 45 inches square, and will show not only every line of railroad, but also their team tracks with the number of cars which each will accommodate, freight stations and sub-freight stations, express stations, and every industry located on a railroad properly marked and indexed and showing its line of business. The map will also show the street car lines serving the various territories.

It is anticipated that the map will be ready for distribution in about six weeks.

The railroad men present at the meeting included the following:

R. F. Atwood, Rock Island

H. E. Heller, Burlington

Geo. E. Roe, Santa Fe

J. D. Yates, Missouri Pacific

J. D. White, Katy

O. P. Bennett, Kansas City Southern

Ewing Duvall, Chicago Great Western

H. G. Kaill, Union Pacific

H. F. Sanborn, Frisco.

INDUSTRIAL OPPORTUNITIES.

The Moline Timber Company, Malvern, Ark., is now stocking its new commissary for opening about September 1. Persons interested should write Captain C. H. Poulson.

Chas. R. Webster, Automatic Bookkeeping Register Co.

E. C. Senter, Kansas City Stock Yards Co.

Members interested in studying employment problems are urged to be present in person or to send a representative. The council will be made up of employment managers or persons in the establishment who handle employment work regardless of what his or her title may be.

Visiting Kansas City's Industries



National Paper Box Company

The accompanying cut shows the plant of the National Paper Box Company, located at 20th and Tracy Avenue, which was established in 1899.

This firm manufactures a complete line of high grade embossed candy boxes, set up boxes, folding suit and bakery boxes known under the trade name of "Four Leaf Clover."

The factory is five stories high and is said to contain 45,000 square feet of floor space, and to employ 125 people and has an approximate daily production of between 300,000 and 400,000 boxes.

They distribute their products over practically the entire United States, but principally in the states of Missouri, Kansas, Arkansas, Oklahoma, Texas, Iowa and Nebraska.

The officials of the company state that this is one of the largest paper box factories west of the Mississippi River.

INDUSTRIAL OPPORTUNITIES.

R. G. Gibson, Box 53, Oklahoma City, desires to make connections with manufacturing firms of this city to represent them in Oklahoma and Southwestern territory.

E. W. Marvin & Company, Troy, New York, manufacturers of collars and cuffs, desire to establish a selling agency for their merchandise in this city. Desire to communicate with a manufacturer's agent or some reliable, energetic party to represent them.

Law & Monteith, jobbers of fruits, produce and grocers' sundries, Seattle, Washington, would like to make connections with Kansas manufacturers and jobbers for handling their articles in Seattle territory.

Members interested communicate direct with them.

HEART OF AMERICA POULTRY SHOW.

Charles Grunske, Secretary of the Heart of America Poultry Show, attending the National Poultry Association meet at Chicago has sent the following wire to C. M. Walbridge, President of the Heart of America Poultry Show:

"Landed Brown Leghorn meet, White Leghorn meet is ours. Have secured several hundred good exhibitors and many other good prospects. Delegates still arriving. Everyone friendly to Kansas City for 1920. Missouri one of the largest delegations."

This makes five national meets assured for the Heart of America during their show Thanksgiving Week. There is a chance for two additional national meets being secured.

SEPTEMBER GOOD FELLOWSHIP TOUR.

The forthcoming annual September Good Fellowship Tour promises to be the most successful tour that has been conducted by the Young Men's Division.

The caravan of trippers will leave here on Thursday, September 11, journey southward through Missouri to Joplin returning northward through Kansas reaching Kansas City Saturday evening September 13. The towns that will be visited on this tour are Butler, Fort Scott, Carthage, Joplin, Girard and Drexel, and all intermediate points.

Those making the trip will be given many attractive and valuable souvenirs, while the ladies will be especially favored with valuable prizes and souvenirs which are being arranged for them.

The entertainment features will be a source of constant surprise and enjoyment, the music will be furnished by Eddie Kuhn's Jazz Orchestra, while the—ah, but that's all we are going to tell—to learn the best you will have to go on the trip. The trippers will be limited to 150 and from indications now they will be sold out at an early date. Send your order now, accompanied by a check for \$20.00 to the Chamber of Com-

ANOTHER NEW BUILDING.

Having outgrown their quarters in the Studebaker Building, the Cleveland Metal Products Company of Cleveland, Ohio, will erect at once at 1200-1208 Union Avenue a three-story re-inforced concrete building, 137x120 feet in which they will house their Kansas City branch.

The building will represent an expenditure of approximately \$200,000, contract for which has been let to the Austin Company and which calls for completion within seventy-five working days. It is anticipated, therefore, that the building will be ready for occupancy January 1, at which time they will employ, it is said, approximately fifty people.

The company will distribute from here the new Perfection Oil Cook Stove, the Puritan Oil Cook Stove, Perfection Oil Heaters, the new Perfection Kerosene Water Heaters, Aladdin aluminum cooking utensils and enamelware. The building will have a capacity of approximately sixty-five carloads, and will have track facilities for approximately seven cars.

merce, care Trade Extension Committee and a coupon book good for the entire trip will be sent you by return mail.

Mr. Manufacturer:

Have you returned to the Industrial Department the yellow blank that was mailed you some weeks ago for your use in listing your products for the new Trade Directory or Buyers' Guide which the Industrial Committee is about to issue? If you have not returned it, you are asked and urged to do so at once as the work of compiling this information for the printer has already been started.

The Industrial Committee wants this list complete. It can only be made complete with your co-operation. All they ask is that you send a list of the articles that you manufacture to the Industrial Department at once. There is no charge for the listing. You do not want this publication distributed from Kansas City without your name being in it and without your product classified.

Your prompt attention will be appreciated.

SOLOMON STODDARD,

Chairman, Industrial Committee.

MORE NEW MEMBERS.

Here is another list of new members recently secured through the efforts of the Membership Committee, and which have been approved by the Board of Directors:

Auto Motive Supply Co.
(Personal increased to firm)
1316 McGee Street.

Adams, John M.
Broker, Butter & Eggs, carlots, 215 R. A. Long Bldg.

Allen, Wm. L.
Newman Chocolate Shop, 1116 Main St.

Black & Veatch (Firm)
Consulting Engineers, 507 Interstate Bldg.

Brink, Arthur T.
Tri-State Lumber & Shingle Co., 520 R. A. Long Bldg.

Bowers, Clyde
Columbian Drug Co., 700 East 9th Street.

Busch, Svend F.
Special Agent National Surety Co., 313 Commerce Bldg.

Bush, Paul H.
Mgr. Universal Film Exchange, Inc., 214 East 12th Street.

Central States Petroleum Co. (Firm)
422 Reserve Bank Bldg.

Cox Grain Co., Eugene (Firm)
Grain Merchants, 106-107 New England Bldg.

DeWeese, R. H.
The Steinola Co., 1113-1117 Walnut St.

Finegan, John A.
Sales Representative Raymond Bag Co., 1015-1016 New York Bldg.

Ferguson, Frank R.
Lithographing & Printing, 400 East 14th St.

Garnett, Charles V.
Schoenberg Realty & Investment Co., 607 Security Bldg.

Giffey, M. A.
Link Belt Co., 306 Elmhurst Bldg.

Gordon, F. M.
Central States Life Ins. Co., 716 Reserve Bank Bldg.

Graham, Godfrey B.
Chesapeake & Gulf Fisheries Co., 1317 Cherry Street.

Guaranty Trust Company (3 add'l)
(Formerly Maxwell Investment Co.) 9 West 11th Street.

Hart, Wm. T.
Butler Bros., 904-906 Broadway.

Holt, Henry F.
Holt, Price & Barnes, 607 Reliance Bldg.

Jameson, C. W.
Rice Motor Products Co., 1606 Grand Ave.

Jewell, Wm. R. Jr.
Real Estate and Building, 417 Rialto Bldg.

Lard, Frank S.
Secy. Social Service Dept., Scottish Rite Temple, 15th & Troost Ave.

McInnes, Jack D., Jr.
Salesman, 3811 Harrison St.

WANTED—FILE CLERK.

The Chamber of Commerce has an opening for a young lady file clerk and typist. Apply in person or by letter to E. W. Mentel, care the Chamber of Commerce.

Masters, H. S.
H. S. Masters Brokerage Co., 605 New England Bldg.

Maddox Furniture Co., (Firm)
1412-1414 West 12th St.

O'Neil, Edward H.
Law, 292 Scarritt Bldg.

Owen, Luke B.
Columbia Ribbon & Carbon Mfg. Co., 342 Ridge Arcade.

Radford-Powell Shoe Co., (Firm.)
1122 Walnut St.

Rex Company, The (Firm)
727 Railway Exchange Bldg.

Spencer, Seldon G.
Spencer Printing Co., 716 Delaware St.

Schroedel, O.
Mgr. The Guardian Life Ins. Co. of America, 309 Scarritt Arcade.

Sherman, W. R. H.
Rockwood Sprinkler Co., 834 New York Life Bldg.

St. Louis Syrup & Preserving Co. (Firm.)
110 Brokers Bldg.

Throckmorton, Russell C.
Gentry & Throckmorton, 1807 Grand Ave.

Trattner, J. H.
Indian Refining Co., 810 New York Life Bldg.

Vester Motors Co. (Firm.)
8th floor Traders Bldg.

Webb, Dan B.
Pres. and Gen. Mgr., The Webb Press, Inc., 2819 Wyandotte St.

Wolfberg, Edgar H.
A. W. Merdenhall & Co., 519-523 American Bank Bldg.

WHAT IS THE CHAMBER DOING?

(Continued from Page 577.)

esting luncheons and a good fellowship automobile tour into nearby territory each month.

The Traffic Department needs very little said about it. It is the safeguard of Kansas City's great jobbing trade, to insure a proper adjustment of rates and service in competition with the jobbing centers of the west and the manufacturing and distributing centers of the East.

What is the Chamber of Commerce doing?

WANTED TO BUY—SMALL MACHINE SHOP

The Industrial Department is in communication with party in Colorado who desires to purchase outright a small machine shop in Kansas City. Will be here shortly for interview. Any member knowing of a shop which can be purchased is asked to communicate such information to the Industrial Commissioner.

WATER WORKS PUT IN SWITCHING LIMITS.

A most important rate change affecting Kansas City has been authorized by the U. S. Railroad Administration. The Quindaro water works will be included within the Kansas City, Missouri-Kansas, switching limits, effective August 21st.

The water plant is just outside the present limits, which means that rates to Kansas City do not carry delivery to the water works, except on traffic moving via Missouri Pacific Railway; when moving via other lines, a separate switching charge, equal to the full local rate, above the rate to Kansas City, is assessed.

The matter was docketed before the Kansas City District Freight Traffic Committee by the Municipalities of the two Kansas City's, and after hearing, the Committee made favorable recommendation.

It is estimated that during the year the traffic to and from the Quindaro water works will amount to 500 carloads of a total of perhaps 40,000,000 pounds.

This change, which the Railroad Administration has authorized to be made on five days' notice, will furnish the municipalities a wider territory from which to draw their coal and supplies, and will be of particular benefit to them in making contracts for coal.

AUTOMATIC TELEPHONE REPORT

(Continued from Page 579.)

consists of 4,800 up-to-date instruments. Here the committee inquired into the service received by the subscribers, and without exception every user, small merchants, bankers, newspaper offices and the management of the Continental Engine Works, Muskegon's big industry, was not only in favor of but enthusiastic over the automatic. The committee's greatest effort to ascertain any difficulties in the mechanical operation or dissatisfaction with the service failed.

The last point visited, and properly so, was Grand Rapids, population 160,000, where the first big installation of automatic instruments was made in 1904. The equipment of 5,000 switches then installed is still in use, although it consists of the old type instruments. There are now 16,200 automatics in use and 9,400 manual. Consolidation of the two systems is under consideration, but here as elsewhere there is conducted a successful interchange between the two systems. Even at the end of fifteen years' use, the old equipment is reported to be giving less trouble than when new and is operating with profit and success, although more expensive to operate than the

REFERENDUM ON INDUSTRIAL RELATIONS.

According to a report just received from the Chamber of Commerce of the United States showing the total vote cast on Referendum No. 27 of the National Chamber on industrial relations, the Kansas City Chamber voted with the minority on all thirteen questions. The local Chamber voted in the negative in every instance upon recommendation of the National Affairs Committee, Readjustment Committee and the Employment Committee.

The total vote on this referendum showed the membership of the National Chamber in favor of all of the propositions submitted, all of which are covered in full in The Kansas Citian of May 27.

present type. Users in Grand Rapids had nothing but the most favorable reports to make on the automatic.

One vital point made by the Vice President of the Northwestern Bell Telephone Company was that no research work is now being conducted with manual equipment except to meet existing conditions, while with the automatic laboratory work has brought it already to the point where its service is superior to the manual and will continue to improve. This was verified in St. Paul where it was stated that the automatic was getting better right along while the manual was getting worse. All such points, however, are brought out in the individual statements that are made a part of this report. These justify the committee in submitting the following summary of advantages claimed for the automatic and verified by its users:

1. Doing away with the difficulty of obtaining operators and expense of training.
2. Immediate connections. No waits for "central." Speed in getting numbers; half time of manual on the average.
3. Identical service over twenty-four hours — full complement during night as well as during the day.
4. Extra mechanical equipment for safe margin over peak loads — ready at all hours.
5. No interruption to service because of interruption to street car transportation or because of epidemics.
6. Mechanical is better than oral for indistinct and broken English talkers.
7. Confidential service. No one can cut in or listen.
8. Never get wrong number if dial is set correctly.
9. Either get busy signal or ring when calling number.

(Continued on Page 585.)

STREET CARS IN OTHER CITIES.

Mr. S. J. Whitmore, President of the Muehlebach Hotel, and Mr. H. H. Mathonet, Assistant Secretary of the Department of Civics of the Chamber, are at the present time visiting a number of Eastern cities getting information on street car operation in those cities. It is believed by the Committee of One Hundred that the experience and practices of these various cities will be of value in solving the local problem.

DAIRY INSPECTION TRIP.

From the Chamber of Commerce of Fort Scott, Kansas, comes the announcement of a trip to be made by members of the Fort Scott Chamber through the northern dairy states by special train, leaving Fort Scott August 31.

It is the purpose of the trip to show the people of that section the value of the dairy industry. Its various lines of development will be studied and an inspection made of the advantages of different dairy communities. The party will be addressed by some of the leading dairy students and dairy breeders of the United States.

The Fort Scott Chamber extends an invitation to any member of the local Chamber interested to join this party.

AUTOMATIC TELEPHONE REPORT.

(Continued from Page 584.)

10. Automatic ringing bell commands more prompt reply.
11. Rapidity of disconnection; makes lines immediately available for out or in calls.
12. No premature disconnections.
13. Improvement of long distance service; outlying points dial right into Kansas City.
14. No difficulty in interchange between automatic and manual during introduction of automatic.
15. Can catch by device persons calling wrong numbers or malicious calls.
16. Persons can test their own lines.
17. No increase of rates because of change to automatic.
18. Laboratory work on manual discontinued.
19. Troubles detected mechanically without complaints from subscribers.
20. Trend of times towards substitution of mechanical devices for human labor and the general adoption of automatic equipment throughout the country.

Your committee therefore recommends to the Board of Directors favorable consideration of the automatic equipment for Kansas

SEVENTEEN CHAMBER MEETINGS LAST WEEK.

Here is a list of the various Chamber committees which held meetings last week to the extent of seventeen, and which is evidence of the activity in every department:

Publicity,
Legislative,
Building Code,
Labor Committee, Committee of One Hundred,
Markets, Transportation and Good Roads,
Board of Directors,
Employment Managers' Council,
Membership,
Executive Committee, Committee of One Hundred,
Committee on Investigation in Other Cities, Committee of One Hundred,
Trade Extension,
Industrial Map,
Economics and Efficiency, Committee of One Hundred (2)
Convention Hall,
Nomination Committee for Employment Managers' Council.

City and an educational campaign during the month of August, part of which will be the installation of an automatic equipment in the Chamber of Commerce rooms by a Telephone Company demonstrator, all of this to lead up to the bi-weekly luncheon on September 17, when it is proposed to discuss and demonstrate the automatic for the benefit of the membership.

Your committee further recommends that the Board of Directors announce that immediately thereafter it will hold a public hearing at which anyone may appear to discuss the matter for or against the suggested adoption of automatic equipment.

Respectfully submitted,
SPECIAL COMMITTEE ON INVESTIGATION OF AUTOMATIC TELEPHONE EQUIPMENT FOR KANSAS CITY, MO.

B. A. PARSONS, Chairman;
C. C. JONES,
W. S. McLUCAS,
J. M. GUILD.

OIL BURNERS

Advance Oil Burner Company

Manufacturers of and Dealers in

OIL BURNERS FOR ALL PURPOSES

807 East 15th St., (Home Main 6233) Kansas City, Mo.

Traffic and Transportation

THE BROTHERHOODS' PLAN.

The country is now confronted with the plan of Government ownership of railroads, with participation of labor in their management and operation as comprehended by the so-called "Plumb Plan," which is before the Congress of the United States in H. R.-8157.

Briefly stated, the plan is as follows:

The Government take over the railroads and lease to an operating Corporation.

The valuation of the railways to be decided by a created Railways Board of Appraisalment and Extension to be composed of members of the I. C. C. and three other members selected by the Board of Directors of the National Railways Operating Corporation.

The National Railways Operating Corporation created, the board of directors, the official employees and the classified employees to constitute the corporation and to which all transportation companies are to be leased for a term of 100 years unless sooner terminated by Congress, subject, however, to review in Federal Courts.

The corporation to be governed by a council chosen as follows: Five by the President of the United States to represent the public, one of whom is to be named Chairman; five by the official employees, and five by the classified employees.

Half of the net earnings to be paid into the U. S. Treasury, to pay for betterments and extensions; accumulations thereof in excess of \$500,000,000.00 to be automatically transferred to a sinking fund. When net earnings paid into the Treasury of the United States shall exceed 5% of the gross operating revenue, the I. C. C. shall thereupon readjust railroad rates so as to absorb the excess.

The net earnings to be retained by the Corporation to be used in paying dividends to employees in the ratio of their salaries to the total net earnings, official employees to receive twice the rate of dividend paid classified employees.

The railroads are to be divided into districts with a district railway council, one-third of the members of the council to be elected by the classified employees, one-third by the official employees and one-third to be appointed by the board of directors.

The creation of boards is provided to settle controversies relative to wages, working conditions, etc. The right of labor to strike is retained by the act.

With railroad employees constituting two-thirds of the management and the public only one-third, it may be safely assumed that the results of operation would favor the employees, regardless of rate levels of carrying charges and operating cost ratios.

CANCELLATION OF OBSOLETE RATES.

The Kansas City District Freight Traffic Committee under their docket 831 propose the cancellation of a large number of obsolete rates, rates under which there has been no movement of traffic within the past twelve months, and for which rates there is no apparent prospective use in the future. If authority is granted for the cancellation of any of the rates, it is proposed that cancellation will provide for

the restoration thereof on one days notice should any movement thereunder develop within one year from date of cancellation.

A complete copy of the docket is on file at the Department of Traffic for the inspection of shippers. Extracts from the docket are shown herein under the subjects before the Kansas City Committee.

MATTERS BEFORE DISTRICT COMMITTEES Kansas City Committee.

Docket 850. Milk, condensed or evaporated, C. L. min. 60,000, Kansas City territory to El Paso, Tex.; present rate 94c; proposed 75c. (September 9.)

Docket 859. Grain and grain products, from stations on St. J. & G. I. to St. Louis, Peoria, Chicago, etc., to provide through rates and routes in connection with K. C. N. W. RR., via Seneca and Kansas City, Kans. (Aug. 29.)

Docket 834. It is proposed to cancel the following rates on the ground that they are obsolete (no movement of traffic within the past 12 months, and no apparent prospective use for the rates in the future).

If authority is granted for cancellation of any of these rates, it is proposed that tariffs will provide for the restoration thereof on one days notice should any movement thereunder develop within one year from date of cancellation.

81. A. T. & S. F. Tariff 6806-H, I.C.C. 7908. Item 335 and 340. Brick, Paving, C.L. From Lawrence, Kan., to Lincoln, Neb., rate 10c. Omaha, Neb., rate 9c.

85. A. T. & S. F. Tariff 6806-H, I.C.C. 7908. Items 780, 785, 790, 795. Glassware, N.O.S., C. L. From Chanute, Kan., and Peru, Kan., to all Missouri River points. Rates various.

86. A. T. & S. F. Tariff 6806-H, I.C.C. 7908. Items 810, 815, 820, 825. Glass bottles, C.L. From Peru, Kan., to all Missouri River points. Rates various.

87. A. T. & S. F. Tariff 6806-H, I.C.C. 7908. Items 830, 835, 840, 845. Chimneys, Lamp or Glass Globes, C.L. From Peru, Kan., to all Missouri River points. Rates various.

92. A. T. & S. F. Tariff 6806-H, I.C.C. 7908. Items 1685, 1715. Strawboard and Straw Wrapping Paper, C.L., 1720, 1725. From Independence, Kan., to all Missouri River Points and Beatrice and Lincoln, Neb. Rates various.

93. A. T. & S. F. Tariff 6806-H, I.C.C. 7908. Items 1809, 1810, 1815. Strawboard, C. L. From Lawrence, Kan., and Chanute, Kan., to all Missouri River points and Beatrice, Neb. Rates various.

136. C. R. I. & P. Tariff 25000-C, I.C.C. C-10168. Item 1885. Brick, C. L. From Willard, Kans., to Kansas City, Mo. Rate 7c.

143. K. C. S. Tariff 2-F, I.C.C. 3688. Item 375. Barrels, C. L. From Omaha and South Omaha, Nebraska to Leeds, Mo. Rate 15c.

152. K. C. S. Tariff 2-F, I.C.C. 3688. Item 945. Cotton Seed Products (all kinds), C. L. From Kansas City, Missouri-Kansas to Leeds, Mo., Rate 1½c min. \$15.00 per car.

176. M. K. & T. Tariff 3100-E, I.C.C. A-4619. Item 1716. High Explosives, C. L. (Does not include cancellation on common black or brown blasting or smokeless powder) From

(Continued on page 587.)

TRAFFIC AND TRANSPORTATION.

(Continued from Page 586.)

Kansas City, Mo., to Joplin, Mo. Rate 4lc.

177. M. K. & T. Tariff 3100-E I.C.C. A-1619. Items 1715-1750 Blasting Powder, C. L., also in 10,000 pound lots. From Columbus, Kans., to Kansas City, Mo. Rates various.

180. M. K. & T. Tariff 3100-E. I.C.C. A-4619. Item 1810 Sorghum Syrup, C. L. From Chautau, Kans., to Kansas City, Mo. Present Rate 12½c.

182. M. K. & T., Tariff 3100-E I.C.C. A-1619 Item. Crude Asphalt Rock. From West Line, Missouri to Kansas City, Mo. Rate 5c.

188. Missouri Pacific Tariff 919-A. I.C.C. A-2452. Item 210. Wheelbarrow Material, C. L. From Kansas City, Mo., (Frisco connection) to Kansas City, Mo., (St. Louis Ave. and Mulberry St.) Rate.

192. Missouri Pacific Tariff 1275-F. I.C.C. A-4099. Item 680 Canned Corn, C. L. From Hastings, Neb., to all Missouri River points, Lincoln and Nebraska City, Neb. Rates various.

199. Missouri Pacific Tariff 1275-F. I.C.C. A-4099. Item 1295 Ice, C. L. From Kansas City and Little Blue, Mo., to Independence, Mo. Rate 60c ton.

200. Missouri Pacific Tariff 1275-F. I.C.C. A-4099. Item 1315 Ice, C. L. From Leeds, Mo., to Tonganoxie, Kans., Falls City and Nebraska City, Neb. Rate.

224. Missouri Pacific Tariff 1752-C. I.C.C. A-3325. Item 100. Coke, C. L. From Cokedale and Iola, Kans., to Iola, LaHarpe, Kansas and Kansas City, Mo. Rate.

226. Missouri Pacific Tariff 1752-C. I.C.C. A-3325. Item 110 Coke, C. L. From Boonville, Carthage, Joplin, Purcell, Webb City, Mo., Wichita, Kansas, and Lexington, Mo., to Kansas City, Mo., and Omaha, Neb.

230. Missouri Pacific Tariff 1835-A. I.C.C. A-2338. Item 90. Brick, etc. C. L. From Ottawa, Kansas to Kansas City, Mo. Rate.

243. Missouri Pacific Tariff 2352-D. I.C.C. A-3467. Item 110 Canned goods, C. L. From Blair, Neb., to Nebraska City, Neb. Lower Missouri River points. Rate.

284. Missouri Pacific Tariff 3367. I.C.C. A-1599. Items 19, 20, 21. Rock, Crushed, C. L. From Leeds, Mo., to Kansas City, Mo. (Mo. Pac. Track delivery) Waterworks Spur, Kan. Rate.

285. Missouri Pacific Tariff 3367. I.C.C. A-1599. Item 26. Sand, Glass, C. L. From Fredonia, Kansas to Kansas City, Mo. Rate.

320. Missouri Pacific Tariff 4746-B. I.C.C. A-3445. Item 1955. Grain and Grain Products, C. L. From Kansas City, Mo., to Leeds, Mo. Rate.

323. Missouri Pacific Tariff 4746-B. I.C.C. A-3445. Item 1100. Wheat, C. L. From Kansas City, Mo., to Kansas City, Mo. (Connection with K. C. S. RR. at Lydia Ave.) From Kansas-Missouri Elevator to Kansas City, Mo.

(connection with C. & A. RR. at 12th St., through state line yard.) Rate.

377. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 490. Wood ashes, C. L. From Ash Grove Beaverton, Galloway and Springfield, Mo., to Kansas City, Mo. Rate 9½c.

382. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 1295. Wooden Handles, C. L. From Chadwick, Mo., to Kansas City, Mo. Rate 37½c.

384. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 2060. Rails and Fastenings, C. L. From Kansas City, Mo., to Ash Grove, Mo. (via K. C. C. & S. Ry.) Rate 75c.

398. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 2910. Bleaching Salts, etc., C. L. (Southbound) From Kansas City, Mo., to Frisco Stations Springfield, Mo., and West. Rate 47c.

400. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 2950. Canned Goods, C. L. Between Kansas City, Mo., and Frisco Stations, Springfield, Missouri and West. Rate 41c.

401. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 2955. Canned Goods, C. L., Southbound. From Kansas City, Mo., to Frisco Stations, Springfield, Mo., and West. Rate 22c.

405. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 2975. Glucose, Molasses, Sugar, etc., C. L. Southbound) From Kansas City, Mo., to Frisco Stations, Springfield, Mo., and West. Rate 21c.

406. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 2980. Hides, Dry, C. L. (Northbound) From Kansas City, Mo., to Frisco Stations, Springfield, Mo., and West. Rate 37c.

407. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 2990. Iron and Steel Articles, C. L. (Southbound) From Kansas City, Mo., to Frisco Stations, Springfield, Mo., and West. Rate 45c.

408. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 2995. Lincolum and Oil Cloth, C. L. (Southbound) From Kansas City, Mo., to Frisco Stations, Springfield, Mo., and West. Rate 48c.

410. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 3005. Pickles, Catsup, etc., C. L. From Kansas City, Mo., to Frisco Stations, Springfield, Mo., and West. Rate 53c.

411. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 3010. Potatoes and Vegetables, C. L. (Northbound) From Kansas City, Mo., to Frisco Stations, Springfield, Mo., and West. Rate 35c.

412. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 3015. Glucose, Syrup, etc. Sugar, C. L. Between Kansas City, Mo. and Frisco Stations Springfield, Mo., and West. Rate 37c.

413. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 3025. Hollowware & Stoveware, C. L. Between Kansas City, Mo., and Frisco Stations, Springfield, Mo., and West. Rate 39c.

414. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 3028. Roofing Asbestos, etc., C. L. From Kansas City, Mo., to Frisco Stations, Springfield, Mo., and West. Rate 38c.

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during any period you are kept away from
business, either from accident or illness,

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The Business Men's Accident Association

W. T. GRANT, Secretary

Gumble Building

Both Phones Main 4243

TRAFFIC AND TRANSPORTATION.

(Continued from Page 587.)

415. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 3030. Soda, Soda Ash, Soda Caustic, C. L. From Kansas City, Mo., to Frisco Stations, Springfield, Mo., West. Rate 42½c.

417. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 3040. Wagon Material, C. L. Between Kansas City and Frisco Stations, Springfield, Mo., and West. Rates Various.

418. St. L.-S. F. Tariff 3405. I.C.C. 7158. Item 3045. Woodenware, C. L. Between Kansas City, Mo., and St. L.-S. F. Stations, Springfield, Mo., and West. Rate 45c.

419. U. P. Tariff 3000-A. I.C.C. 2851. Item 1005. Agricultural Implements. From Lower Missouri River Points to C. K. & O. R. R. Points. Rates Various.

422. U. P. Tariff 3000-A. I.C.C. 2851. Item 1175. Boxes, C. L. From Lower Missouri River points to Scott City, Kas. Rate 39c.

424. U. P. Tariff 3000-A. I.C.C. 2851. Item 1405. Celery, C. L. From Kearney, Neb., to Kansas City, Mo., Leavenworth, Kas., Council Bluffs, Ia., Omaha, Neb. Rate 37½c.

429. U. P. Tariff 3000-A. I.C.C. 2851. Item 1690. Logs, Cottonwood. From Loring, Kas., to Kansas City, Mo. Rate 4½c.

Chicago Western Committee.

Docket 521. To continue mixing privilege on engines, under class A, with agricultural implements, as now obtaining, after elective date of consolidated classification. (Aug. 20.)

Docket 523. Corn, oats, rye, barley, C. L., from stations on the C. M. & St. P. in Iowa and South Dakota to Peoria. To make Chicago basis applicable. (Aug. 20.)

Docket 534. Grain and grain products from Sioux City to Duluth and Superior; present rate 19.5c, proposed proportional rate of 15c. (Aug. 21.)

Docket 546. Cereal products, cooked or partially cooked, minimum weights on; between Kansas, Colorado, Missouri, Oklahoma and Mis-

souri River, Chicago etc. Present 30,000; proposed graduated scale starting with 40,000 lbs. for cars 40 feet 6 inches to 64,800 for cars 50 feet, 6 inches. (August 26.)

San Francisco Committee.

Docket 1961. Reduction in rate on straw-board and boxboard, C. L. plain or water-proofed, plain or water proofed, paper lined, pulp-lined, or not lined, not coated, not printed, C. L., to eastern points: Kansas City present \$2, proposed \$1.065. (August 20.)

Docket 1962. To make estimated weight on coconut oil in tank cars, C. L., from California to eastern points, 7.6 lbs. per gal. Present, actual weight. (August 20.)

Docket 1965. Arsenate of lead, C. L., from California terminals and intermediates to eastern points; Kansas City, present \$1.875; proposed \$1.065. (August 20.)

Docket 1967. Cancellation of rates on ammunition and gun implements, C. L., from eastern points to California terminals and intermediates; class rates to apply. (August 20.)

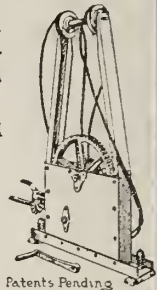
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A Shop Equipped to Furnish Anything Electrical

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COMMERCIAL

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 the Message**



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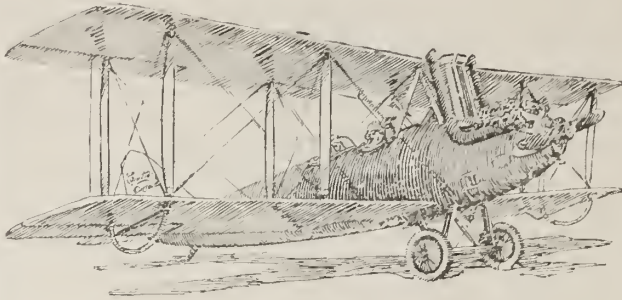
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Samples and Estimates

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FLY!

Don't Swat
This One!

Boost Aeronautics

FOR

Kansas City.

HEAR

Col. Jos. C. Morrow, M. A.

Chief Air Service Officer for Central Department, Headquarters Chicago. One of first ten aviators in United States Army, and in charge of our air service in England during the war.

Luncheon Wednesday, Aug. 20, at 12:15

Hotel Baltimore,

Auspices

Young Men's Department.

You know what that means!

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 34

KANSAS CITY, TUESDAY, AUGUST 26, 1919

Foreign Trade

Employment Managers

Trade Directory

Committee of 100

Automatic Telephones

Regular Wednesday noon lunch-
eons will be resumed Sept. 3d.
Watch for announcement next
week.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

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BEWARE OF FALSE SOLICITORS.

In soliciting advertising for the new Trade Directory to be issued by the Industrial Department it has been found that a number of members had previously been solicited for advertising in a publication purported to be gotten out by the Million Population Club.

There seems to be considerable confusion in the minds of some members between that publication and the Trade Directory, many apparently being of the belief that the Trade Directory was being published by the Million Population Club. This is not true and upon inquiry of officers of the Million Population Club it was found that they are not at this time soliciting and do not contemplate the solicitation of advertising for any publication, in fact, are not connected in any way with any publication now being gotten out.

There is but one trade directory to be issued, that by the Chamber of Commerce.

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BOYS AND GIRLS MAKE PROMISES GOOD.

Chamber of Commerce members interested in the Boys' and Girls' Agricultural Sweepstakes Contest being promoted by the Chamber's Agricultural Department will also be interested in the following article released by the United States Department of Agriculture regarding Boys' and Girls' Club work in the state of Mississippi:

"Hundreds of thousands of dollars have been lent to club boys and girls on their personal notes by southern bankers, whose confidence has not been betrayed in any known instance.

"A banking system in Mississippi, through its 15 banks, last year lent between \$12,000 and \$15,000 to the boy and girl club members of the State. This spring the president of this system told the State boys' club agent that out of these loans, a thousand in number, there had not been a single piece of bad paper. Many of the boys were the sons of men who could not get credit at a bank.

"The boys and girls in Mississippi borrowed in all, during the year 1918, \$10,000 from the banks to purchase seed corn, pure-bred pigs, calves, and other live stock, and, so far as is known, every loan has been repaid. The banks in Kansas lent the juvenile club members of that State \$75,000 last year with which to carry on their club work, and were ready to loan more if it had been needed. The members of the boys' and girls' clubs, which are organized by the Department of Agriculture and the State Colleges, are taught by their leaders to look upon these obligations as sacred and binding."

The Boys' and Girls' Club Sweepstakes Contest, which the Chamber is promoting,

(Continued on Page 605.)

Why of Foreign Trade

THE dollar that comes from the sale of American goods abroad means infinitely more than the small margin of profit which accrues to the exporter who makes the sale. To the shipowner it means added cargo and return on his investment. To the manufacturer it means increased volume and smaller overhead. To the foreman and mechanic it means steady employment in spite of slack domestic seasons. To the local merchant it means the new business which a prosperous community offers. To everyone it spells profit, employment and progress.

When I speak of national prosperity, I do not speak of it in the narrow sense of dollar and cents profit or even in the sense of the stimulation of our domestic activity. Our foreign trade for the next generation will be a factor in the truest sort of prosperity.

It would be unworthy of our national ideals and opposed to the fundamental principles of sound business to assume that we can afford to build up our foreign trade, ruthlessly indifferent to the progress of other nations. At this particular moment in world affairs, with the nations of the world endeavoring to repair the ravages of war and with the old landmarks of international commerce tottering, it would be the height of folly for us to develop our foreign trade without regard to the necessities of other countries. Before we can afford to think of our own advantage we must think first of the necessities of the world as a whole.

Our foreign trade today represents more than an opportunity. It represents a responsibility which we cannot shirk or evade.—George Ed. Smith in *The Nation's Business* for June.

GETTING INFORMATION.

That the Committee of 100 is endeavoring to solve the street railways problem on a basis of complete information and a full knowledge of what other cities are doing is shown by the very complete investigation that is being made of the situation in other cities.

The Sub-committee of the Committee on Investigation in Other Cities, which is visiting in the East, has already visited St. Louis, Cincinnati, Washington, Boston, Montreal and Buffalo. Today they are in Pittsburgh. After Pittsburgh they will visit Cleveland and Chicago and probably one or two other cities. In each of these cities they are getting information from the railways companies, the city officials, business men, laboring men, and from the general public. In addition to the information being gathered in this way, the committee has also sent out a detailed questionnaire covering several pages to the sixty-six cities in the United States having over 100,000 population. Each member of the Committee of One Hundred is also sending out a questionnaire to his friends and business associates in important cities as a means of getting popular opinion from those cities.

WHAT A DISORDERED DESK TELLS ABOUT ITS OWNER.

An untidy desk, littered with papers which ought to have been filed away, does not always denote slovenly and inaccurate habits of work; but the exceptional cases do not count.

There are some who work hard and carefully, but are so impatient of the small labor of putting things away that they allow the debris of their work to pile high on their desks in monumental disorder. In consequence they not only gain the reputation of being slipshod, but they waste much time and nervous energy searching for mislaid papers.

In nine cases out of ten, however, an untidy desk is the symbol and expression of a man who does not do his work well in those details which make for excellence.

The man who sees to it, not only that his business is done well enough, but that it is done RIGHT, will not tolerate a littered desk. He will stick at his work until it is done, when he leaves his desk it will be in order. His finished work he files away. His unfinished work he keeps in a proper place and in an orderly condition.

It may seem to a lawyer, a bookkeeper, a banker, an editor, a merchant or a no-

(Continued on Page 596.)

Fill out the enlistment card for committee work and mail it today. See page 595.

COMPLETE ORGANIZATION OF EMPLOYMENT MANAGERS COUNCIL.

With the adoption of a constitution and election of a Board of Directors, the organization of an Employment Managers Council was completed at a meeting held in the Chamber of Commerce rooms last Wednesday afternoon. The report of the committee on constitution was adopted with slight changes and copies will be available for anyone interested upon application at the Chamber.

The constitution provides for the election of a Board of Directors of nine members with the chairman of the Employment Committee and the Industrial Commissioner as ex-officio members.

At the meeting on Wednesday afternoon, the following nine directors were chosen:

Mr. Wm. Heiter	Mr. T. A. Ebaugh
Mr. J. A. Ashby	Mr. J. V. Reilly
Miss M. E. Brian	Mr. B. O. Taylor
Mr. E. D. Taylor	Mr. F. S. Land.

Mr. M. A. Hutterer

The Board of Directors subsequently met and elected the following officers:

Mr. E. D. Taylor, President;
Mr. Wm. Heiter, Vice-President;
Mr. T. A. Ebaugh, Treasurer;
Miss M. E. Brian, Secretary.

While no definite date has been set for the next meeting, it is planned to hold one within a very short time when a regular program will be carried out. The program committee has already submitted a report, suggesting a wide variety of subjects, and these will be arranged further by the committee so that the subjects covered at the various meetings will follow in regular sequence.

Full announcement of all meetings will be carried in the Kansas Citian, and it is hoped that employment managers and those in charge of employment work in the various manufacturing and mercantile establishments will avail themselves of the privilege of joining the council and becoming active in its work.

NEW ORLEANS INDUSTRIAL EXPOSITION.

Beginning September 21 and running through the 28th, an industrial exposition will be held in New Orleans under the auspices of the Order of Ancient and Modern America. This exposition will be held at the same time as the convention of the Associated Advertising Clubs of the World and it is expected that there will be a large number of persons present from Central American countries.

Those in charge of the exposition have

"A LESSON FOR ST. LOUIS FROM KANSAS CITY."

The above title heads a two-column story in the St. Louis Post Dispatch, issue of August 10th. The article goes on to tell of the manner in which Kansas City is promoting a good roads program over a hundred mile radius around Kansas City, the campaign being conducted by the Good Roads Association of Greater Kansas City, recently organized by the Chamber of Commerce. The following is quoted from the article in the Post Dispatch:

"As a result of the campaign of the Good Roads Association there isn't a road bond issue in Kansas City's trade territory that Kansas City does not have a hand in it, and there isn't a road project proposed that Kansas City does not have a well informed expert on the spot with a definite plan outlined by which the travel over that new road, when it is built, can be directed toward Kansas City.

"No secret is made of this in the city on the Kaw. Business men and road builders there admit that they are actuated by a spirit more or less selfish. They want the business that good roads leading to Kansas City will bring, and they are going out after it on the theory that if the business of the vastly wealthy surrounding territory once is drawn in it will stay.

"Thirty-nine business and civic organizations in Kansas City leagued themselves together last May to boost road building in the territory surrounding the river. They formed the Good Roads Association of Greater Kansas City and invited everybody in Kansas City to join and pay \$10 a year to carry out this program.

"This story of Kansas City's activity in fostering a vigorous propaganda in the building of good roads within a radius of one hundred miles of that city in eastern Kansas and western Missouri is presented with a view of suggesting to St. Louis business interests what may be done in the same way around this city."

By the way, Mr. Kansas Citian, has your \$10 membership fee been given to the Good Roads Association to promote this program, which is receiving such favorable comment from the press in all parts of the country? If not, do it now. Mail your check for membership to the Good Roads Association in care of the Chamber of Commerce.

extended the privilege of furnishing exhibits to manufacturers in St. Louis, Memphis, Des Moines and Kansas City and have reserved two sections for that purpose.

The booths are twelve feet in width by ten feet in depth and rent for \$120.00. They will be ready for occupancy September 10, giving ten days in which to install exhibits.

Members interested in making exhibits can secure full information from the Industrial Department.

ACTIVITIES OF COMMITTEE OF 100.

Every sub-committee of the Committee of 100 is actively getting information from which to prepare its report for presentation to the Executive Committee. Some of these committees will be ready to report within a short time. Others will not be ready for a longer period. The following summary shows what the various sub-committees are doing.

Labor Committee—This committee has had hearings at which representatives of the Railways Company, of the present railways employees, and of former employees who are now on strike, have appeared. In addition, the committee is getting information and charts showing the number of employees of every kind and the rate of turnover, as well as wages paid to all classes of employees, both at the present time and in years past.

This committee had a most interesting hearing last week when about thirty-five of the employees of the company were present to tell of present conditions. These men were picked at random by the committee and represented every department of the company. Thirty-three of the men spoke at the meeting and without exception declared that present labor conditions are most satisfactory. Those who have been in the employ of the company for years say that conditions were never better. They stated that the men are satisfied and the relations between them and the company and between the men themselves are the best in years.

Jitney Committee—The Jitney Committee has completed a check on all vehicular traffic entering the downtown districts over the most important streets, during the morning and evening rush hours. The figures gathered have not yet been summarized. The committee has held hearings of the railways officials and jitney representatives.

Franchise Committee—An analysis of the obligations imposed on the company by the franchise is being prepared by the Franchise Committee to show to what extent the company has performed its obligations and where it has failed to do so.

Investigations In Other Cities Committee—This committee now has a sub-committee visiting a number of the larger cities in the East getting information concerning the operation of the street railways in these cities, their franchises, the attitude of the public, financial problems, labor questions, and all other phases of the problem. In addition, the committee has sent out questionnaires to the Chambers of Commerce in the leading cities of the coun-

REGISTER FOR COMMITTEE SERVICE.

Cards were mailed to all members of the Chamber last evening on which are listed the various committees of the different departments of the Chamber as the departments will be organized next year.

Members are asked to indicate thereon, in the order of their preference, the committees on which they would be willing to serve during the coming year. This information is desired in order that each vice-president may have before him, in making up his committee organization, a tabulation showing the members willing to serve on the various committees of his department.

In as much as the committee organizations will be made up very shortly, request is made that these cards be returned promptly.

try getting detailed information from over 60 such cities. A questionnaire is also being sent by members of the Committee of 100 to their friends and business associates in other cities.

Valuation Committee—A valuation of the Railways Company is being prepared by the engineers of this Committee based on past reports and on additions made since previous valuations have been made.

Economies and Efficiency Committee—The efficiency of the Railways Company in the operation of its various departments—transportation, shops, electrical, equipment, etc., is being studied by this committee. An effort is being made to determine whether operation methods are up to the standards of other large businesses and also to determine whether new devices and methods tending to promote economy are being used by the company.

Service and Fares Committee—This committee is preparing a report on service. Its members are personally making investigations. One member of the committee who is in the East will study service conditions in the cities he visits. Standards of service, both in other cities and in Kansas City in past two years will be compared with the present service and the report will show what should be required of the Kansas City Railways Company.

When these committees have their reports compiled the Executive Committee will study them, correlate them and make its report to the Committee of 100. The amount of work involved is enormous but the progress being made insures that the final report will be rendered within a reasonable length of time.

FARM LABOR ENROLLMENT CAMPAIGN HIGHLY SUCCESSFUL.

The following letter was received by Dr. H. J. Waters, Vice-President in charge of the Chamber's Agricultural Department. The letter is quoted in full, as it shows with what success the Farm Labor Enrollment Campaign was conducted.

Kansas City, Mo.,
July 17, 1919.

Dr. H. J. Waters, Vice-President,
In Charge of Agricultural Department,
Chamber of Commerce,
Kansas City, Missouri.
Dear Sir:

Please permit the writer to express his sincere appreciation for the very valuable assistance rendered the Harvest Division of the United States Employment Service by the Agricultural Committee of the Kansas City Chamber of Commerce in connection with the recent campaign to recruit and distribute the labor necessary to harvest the enormous acreage of wheat planted by the farmers of Missouri and Kansas.

During the past four weeks approximately twenty-five thousand harvest hands have been distributed through the local offices and the publicity given the needs of the wheat belt through your enrollment committee played no small part in bringing out this army of harvesters. Mr. O. K. Quivey, Agricultural Commissioner of the Chamber of Commerce, kept in close touch with this office at all times and his personal efforts cannot be spoken of too highly.

Very truly yours,

A. L. BARKMAN,
Assistant to the Director General.

During the campaign Mr. Quivey acted as Special Agent for the United States Department of Agriculture and as such was engaged in bringing farm labor from Eastern and Southern States into the Kansas wheat belt.

The campaign was further successful in that Kansas City reached its quota, 12,000 harvest hands having been directed to different localities in the State of Kansas where they were most needed.

What a Disorderly Desk Tells About Its Owner.
(Continued from Page 593.)

tary a matter of no consequence whether his desk be clear or disorderly, but the people who come to him on business are very likely to judge him by the appearance of his desk. Nor is it unfair to judge him by that test.

System is the vital principle of modern business. The orderly conduct of business depends upon system. An untidy desk is a congestion caused by lack of system, and the man who keeps his desk in a disorderly condition is BEHIND THE TIMES.

Advertise in the Kansas Citian—
IT PAYS.

SEPTEMBER GOOD FELLOWSHIP TOUR.

The next Good Fellowship Tour, September 11-12-13, will be the most successful tour ever conducted by the Y. M. D. "The advance sale of tickets," said Miner D. Woodling, manager, "is beyond our expectations. Only 150 can be accommodated and I would strongly urge all who plan to go to get their reservations in at once. Special arrangements for the comfort and entertainment of the ladies who accompany us have been made. We will carry our own orchestra, quartet and amusement features with us and are looking forward to a big time."

Reservations can be made by phoning Mr. Quivey, Main 119 either phone, Chamber of Commerce, and a coupon book entitling the holder to full privileges of the trip will be sent. Coupon books are \$20.00 each and cover all necessary expense incidental to making the trip. Ladies are cordially invited.

AUTOMATIC TELEPHONES.

On page 599 of this issue will be found a list of one hundred and thirty-four cities in the United States, Canada, England, Australia, Hawaii, Philippine Islands and other countries, in which automatic telephone systems are now in use by public telephone companies. This list covers only those cities in which automatic equipment manufactured by the Automatic Electric Company of Chicago is installed.

It will be noted that the size of the installations vary from 31 instruments in Field, Wisconsin, to 64,670 in Los Angeles.

In next week's issue will be found a report on the "service" rendered in the various cities visited by the Chamber's special committee on its recent tour of investigation. The report is based on actual observation and through inquiry made of the business and professional men interviewed by the members of the committee.

Within a few days there will be installed in the Chamber rooms a small automatic unit where members and other interested can see the automatic equipment in actual operation.

INDUSTRIAL OPPORTUNITY.

Cia. de Fomento de Chapala, S. A. Chapala, Jal., Mexico, is in the market for Amusement Devices similar to those used at Electric Park. Any member interested is asked to communicate with the Industrial Department.

Visiting Kansas City's Industries



Automatic Bookkeeping Register Company.

How many people in Kansas City know what an Automatic Bookkeeping Register, made in the plant shown above, really is? It is a combined cash register, credit register and adding machine and it really does just what its name implies. It does the work in one machine which formerly it took three machines to do. It can be designed to meet the requirements of any special line of business.

But this is not the only product of this plant. Its latest product is a seven-bank adding machine which does exactly the same work as the higher priced machines now on the market and sells for seventy-five dollars.

The company, of which Mr. F. D. Laughlin is the president, manufactures these machines complete from raw materials to the finished product in its own plant with the single exception of the rough castings which are purchased on the outside. It has a very considerable investment in machinery, tools, and dies, automatic machinery being used throughout.

When running full force it is said that approximately two hundred people are employed, twelve salesmen covering the states of Kansas, Nebraska, Missouri, Oklahoma and Colorado. The company reports having all the business they can handle. Several highly skilled mechanics and efficiency men are also employed.

The other officers of the company are: W. M. Randels, Vice-President; J. F. Hollis, Vice-President; R. R. Hanger, Secretary; Charles B. Dougherty, Treasurer.

COMBINATION OF TAX PAYING OFFICES.

Several stories have appeared in the press recently concerning the passage of the bill making it possible for the city and county tax offices to be consolidated. This bill was presented by Mr. Ben Jaudon, City Treasurer, to the County Affairs Committee of the Chamber of Commerce several months ago and was endorsed and supported in the legislature by this committee and by the Board of Directors.

To secure the benefits of consolidation will require an amendment to the city charter. The City Hall plans on having such an amendment submitted at the April election. A great deal of waste effort, lost time and annoyance will be saved to the people of Kansas City by the adoption of the system proposed.

VISITOR TO CHAMBER.

The Chamber of Commerce had a very pleasant visit recently from Mr. James H. Ford, Managing Secretary of the Chamber of Commerce, Spokane, Washington.

Mr. Ford is a former resident of Kansas City, and his father, J. L. Ford, was one of the incorporators of the candidacy of Senator Miles Poindexter of Oregon for the Presidency, and he is gratified to learn that Kansas City is interested in having the National Republican Convention meet here in 1920.

He also took occasion to inquire about the method of our organization and the various departments that are now in operation.

He is a director of the National Association of Commercial Organization Secretaries of which General Secretary Guild is President.

REMINISCENCE.

Col. W. H. Winants, a former resident and banker of Kansas City, who has been living in Washington for several years, has returned to make this his permanent home.

He visited the Chamber of Commerce one day this week and in looking about for some of the old land marks inquired, what had become of the Gold Brick?

It appears that a number of years ago (no use being exact about such things) when the Colonel was cashier of the Armour Bank at Fifth and Delaware, a customer came in who said he was about to "draw out" three thousand dollars that would make him rich.

Some curiosity was expressed, as it was rather unusual for this customer to make such a heavy draft upon his resources, and he stated confidentially that he was going to buy a gold brick from some Indians who had discovered a mine in this vicinity. Although every effort was made to induce the victim to change his mind in regard to the proposed purchase he insisted he knew what he was about, and he at once proceeded to the rendezvous to meet his Indian friends.

The meeting place was in a patch of weeds in Wyandotte County, Kansas. The Indians were there all right, decorated with feathers and red paint and the exchange of three thousand good dollars for a spurious gold brick was quickly made, secrecy was enjoined, etc., etc.

The purchaser went immediately to the bank to show his skeptical friends what a smart man he was, and before the examination of the article was concluded, and there was no doubt the purchaser had been victimized, a letter was received from the "Good Indian," stating how easily the bank's customer had been swindled.

This brick remained "on view" at the bank for some time. After Col. Winants became a member of the Board of Directors he presented this valuable souvenir to the Chamber of Commerce, and for more than ten years it did its duty as a door stopper, and its history was repeated again and again to visitors whose curiosity was excited at seeing such a wonderful impediment to closing doors.

GAS RATES.

Great interest is being manifested at the present time by cities in Kansas, supplied with gas from practically the same fields that supply Kansas City, in the matter of rates. The rate plan, which was endorsed by the Chamber of Commerce, and included in its gas report in May of last year, is being considered by these cities.

The plan provides for a flat consumers' charge which shall be the same for all consumers, a demand charge based on the maximum amount which the consumer may demand at any one time, and a charge for the amount of gas used. This method was explained and suggested to the Kansas Utilities Commission two weeks ago by Mr. H. L. Doherty, head of the Cities Service Company, which controls most of the gas in this territory.

Mr. Doherty suggested this to a meeting of city officials from a number of cities held in Wichita a few weeks ago. The plan was endorsed by this meeting. Another meeting was held by the Kansas cities' representatives in Kansas City, Kansas, August 14th. Mr. Doherty again explained the plan there.

The Chamber of Commerce still has some copies of its report explaining in detail the working of this proposed method and the schedule of charges proposed for Kansas City. Copies may be had on application to the Department of Civics.

WHOLESALE ADVERTISE.

Sixty-five thousand "Do You Know" pamphlets will go into the mails today to be distributed to merchants in Missouri, Kansas, Arkansas, Oklahoma, Texas, Arizona, New Mexico, Colorado, Idaho, Utah, Wyoming, Montana, South Dakota, Nebraska, and Iowa, inviting them to come to Kansas City to buy their stocks.

So much favorable comment was occasioned by the "Do You Know" items when they were run in the Kansas City Star, that the Wholesalers and Jobbers adopted the plan of having them printed in booklet form and sent out for their Fall advertising campaign.

Wanted to Buy---Printing Plant.

The Industrial Department has an inquiry for the purchase of a small printing plant doing approximately fifteen thousand dollars worth of business per month. Members interested communicate with Industrial Commissioner.

Cities in which Public Telephone Companies Have Adopted Automatic Telephone Apparatus.

Location.	Date of Installation	Phones			
Aberdeen, S. D.	Oct. 1905	2,737	Los Angeles, Cal.	Sept. 1904	61,670
Aberdeen, S. D. (New Exch.)	Oct. 1918	2,850	Lyons, Iowa	March 1911	
Accrington, England	Aug. 1915	800	Madison, S. D.	April 1916	1,070
Akron, Ohio	Apr. 1907	6,840	Malvern, Australia	(Being Mfd.)	
Allentown, Pa.	July 1906	6,508	Manchester, Iowa	May 1903	654
Alliance, Ohio	Dec. 1915	3,677	Manila, P. I.	(Being inst.)	1,200
Auckland, N. Z.	Aug. 1913	1,540	Marion, Ohio	Sept. 1917	1,650
Balgovie, Sask., Can.	(Being Mfg.)		Mason, Ohio	(Being inst.)	
Battle Creek, Mich.	May 1904	2,695	Matanzas, Cuba	July 1913	500
Beaver Falls, Pa.	April 1908	1,399	Medford, Wis.	June 1903	226
Billings, Mont.	Sept. 1908	1,865	Medicine Hat, Can.	Dec. 1914	2,000
Blackburn, England	Sept. 1916		Memphis, Tenn.	Oct. 1910	57
Black Lick, Pa.	(Being Mfd.)		Minneapolis, Minn.	May 1916	(Included with St. Paul)
Brainerd, Minn.	Dec. 1915	656	Mitchell, S. D.	Dec. 1912	1,600
Brandon, Man., Can.	Jan. 1918	1,747	Moose Jaw, Sask., Can.	Nov. 1918	1,800
Brighton, Australia	June 1911	1,530	Mt. Olive, Ill.	June 1903	135
Bucyrus, Ohio	June 1910	2,141	Muskegon, Mich.	Dec. 1915	3,271
Buffalo, N. Y.	Oct. 1914		Newark, Ohio	May 1911	5,237
Butternut, Wis.	Mar. 1916	77	New Bedford, Mass.	April 1907	4,506
Cadillac, Mich.	April 1905		New Brighton, Minn.	(Being inst.)	
Calgary, Can. (Branch)	Sept. 1909	2,700	Newport, England	Sept. 1915	
Calgary, Can. (Main)	April 1911	6,575	Nice, France	Oct. 1913	2,000
Cambridge, Ohio	June 1910	864	Norfolk, Va.	(Being Mfd.)	
Cambridge, Ohio (New Exch.)	(Being inst.)	846	Ocean Park, Cal.	July 1905	900
Cardenas, Cuba	Jan. 1913		Orleans, France	(Being inst.)	
Centuria, Wis.	Feb. 1918	75	Paisley, England	July 1916	
Champaign, Ill.	Aug. 1907	2,222	Parkersburg, W. Va.	Sept. 1916	
Chepatoew, England	Aug. 1915		Perth, Australia	Sept. 1914	4,140
Christchurch, N. Z.	(Being inst.)		Phoenix, Ariz.	June 1910	3,135
Cienfuegos, Cuba	July 1911	1,100	Pontiac, Ill.	March 1908	1,230
Clinton, Iowa	May, 1909	1,602	Portland, Ore.	Dec. 1906	15,792
Columbus, Ohio	June 1905	18,201	Portsmouth, England	Feb. 1916	
Cordoba, S. A.	Sept. 1913	2,300	Prince Albert, Can.	Feb. 1915	500
Dallas, Texas	Nov. 1911	11,256	Qu'Appelle, Can.	(Being Mfd.)	
Dayton, Ohio	Oct. 1903	8,704	Regina, Can.	Jan. 1914	4,200
Defiance, Ohio	Sept. 1914		Pichmond, Ind.	Aug. 1907	3,647
Delaware, Ohio	(Being Mfd.)	1,900	Rochester, Pa.	Nov. 1908	1,445
Dowagiac, Mich.	Nov. 1911	326	Riverside, Cal.	Dec. 1904	1,805
Edmonton, Can.	April 1908	6,984	Rosario, S. A.	Feb. 1915	400
Elyria, Ohio	(Being inst.)		Rushville, Ind.	Oct. 1907	1,450
Emaus, Pa.	Jan. 1907		San Diego, Cal.	Jan. 1905	4,923
Epsom, England	April 1912	500	Santa Monica, Cal.	July 1905	1,065
Erie, Pa.	June 1918	11,377	Santiago, Cuba	June 1912	1,000
Fifield, Wis.	Feb. 1916	31	Saskatoon, Sask., Can.	Jan. 1907	2,477
Geelong, Australia	May 1912	1,430	Simla, India	May 1914	
Glidden, Wis.	Dec. 1916	93	Strathcona, Can.	Aug. 1908	1,429
Granville, Ohio	Oct. 1916	600	Sioux City, Iowa	July 1905	7,990
Grand Rapids, Mich.	Dec. 1903	14,293	South Bend, Ind.	Aug. 1905	6,771
Great Falls, Mont.	Oct. 1909	1,511	St. Marys, Ohio	Oct. 1903	1,165
Harrisburg & Stealton, Pa.	Oct. 1916	3,527	St. Paul, Minn.	May 1916	33,306
Hastings, Mich.	July 1917	856	Swift Current, Can.	Feb. 1918	
Havana, Cuba	Feb. 1910	19,889	Sydney, Australia	June 1914	24,274
Hazleton, Pa.	July 1906	(Included with Allentown, Pa.)	Tampa, Fla.	April 1915	8,235
Holland, Mich.	July 1907	1,208	Traverse City, Mich.		
Honolulu, T. H.	Mar. 1910	7,900	Urbana, Ill.	Aug. 1907	(Included with Champaign, Ill.)
Huron, S. D.	June 1910	1,464	Van Wert, Ohio	Sept. 1904	1,144
Indianapolis, Ind.	July 1914		Wanganui, N. Z.	(Being Mfd.)	
Indianapolis, Ind.	Mar. 1917	15,695	Washington, Ind.	Aug. 1914	1,356
Jacksonville, Fla.	Sept. 1914	4,465	Washington, Pa.	March 1909	1,930
Kenton, Ohio	Nov. 1908	1,886	Washington, C. H., Ohio	Nov. 1915	1,903
Lahore, Ind.			Watch Hill	April 1916	(Included with Westerly)
Lansing, Mich.	Jan. 1909	6,062	Watertown, S. D.	Jan. 1914	1,871
LaPlata, S. A.	May 1911	1,009	Wausau, Wis.	Sept. 1905	1,552
Leeds, England	May 1918		Wellington, N. Z.	June 1913	1,510
Lethbridge, Can.	Aug. 1909	1,430	Wesleyville, Pa.	June 1918	
Lincoln, Nebr.	April 1904	9,701	Westerly, R. I.	Aug. 1902	3,694
London, Eng., (G.P.O.)	April 1912	500	Wilmington, Del.	Jan. 1916	3,842
Lorain, Ohio	Oct. 1917	1,955	York, Pa.	(Being inst.)	
			Youngstown, Ohio	Jan. 1916	5,398
			Zanesville, Ohio	June 1915	3,729

AERONAUTICS FOR KANSAS CITY.

This was to have been the subject dealt with at the Y. M. D. luncheon last week, but at the eleventh hour it was found necessary to postpone the luncheon. The following telegram from Col. Jos. C. Morrow explains the necessity:

Young Men's Division,
Chamber of Commerce,
Kansas City, Mo.
Gentlemen:

Gen. Wood, Commanding General of this Department, wired you yesterday that it will be impossible for me to be a guest at your luncheon, Wednesday, August 20th, 1919. I had fully anticipated to have the pleasure of attending the luncheon but a wire was received yesterday from Washington, directing me to proceed immediately to Mt. Clemens, Michigan, on temporary duty.

I anticipate making a trip to your vicinity in the near future, and if you will let me have the dates of any further luncheons and desire to have me present, I will make it a point to be there on a date that is agreeable to both of us.

It is a pleasure to find that the matter of aeronautics and its future development is receiving such momentum in your city, and I trust that you will call on us at any time in any way that you may feel we can encourage the matter.

Yours truly,

JOS. C. MORROW,
Colonel, M. A., A. S. A.
Department Air Service Officer.

Promoting this important new industry is in keeping with the spirit of the Y. M. D. and that Department wishes the membership of the Chamber to understand that the

Aeronautic Booster Luncheon has not been abandoned but only postponed. It will afford a program of great interest and importance. Watch for announcement later.

PROPOSED BIG DOWN-TOWN GARAGE.

To the Industrial Department has come a proposition from Mr. H. H. Hogan of the Hogan Auto Park Company which operates an auto park at Tenth and Wyandotte streets, proposing to erect at that location a three-story garage capable of storing four hundred cars.

The proposed building will be of reinforced concrete and steel construction, three floors and basement, and in addition to the storage of cars there will be operated a modern repair and machine shop where repairs can be made on cars left during the day. They will also handle a full line of tires as well as parts, oil, gasoline, grease, etc., and it will also be equipped with waiting rooms, check room, etc.

It is proposed to organize a Missouri Corporation with a capital of \$150,000.00, all common stock, par value \$100 per share. Subscriptions to stock in the Tenth Street Garage and Sales Company, which will be the name of the company operating it, are now being taken up to a total of \$70,000.00, all to be held at the bank until the total amount has been secured.

Any member interested can communicate with Mr. Hogan at 921 Wyandotte Street.

Trade Directory Advertising.

Orders are now being received by the Industrial Committee for advertising space in the new Trade Directory which is shortly to be published by that Committee. It is proposed to issue 30,000 copies which will be given very wide distribution and placed in the hands of purchasing agents, public institutions, public utilities, and throughout this trade territory.

Approximately one-fourth of that necessary was secured during the first four days of last week, a large part of it through the mail without any further solicitation. The rate stipulated by the committee is \$100.00, full page; \$55.00, half page; \$30.00, quarter page. Size of space as follows:

Full Page.....	7	inches high by 4½ inches wide
Half Page.....	3½	inches high by 4½ inches wide
Quarter Page.....	3½	inches high by 2¼ inches wide

Several orders are already in for full pages, some of these coming through the mail. All of this is evidence to the Industrial Committee that the proposition is a worthy one and has a real advertising value.

Members who have not sent in their orders are asked to do so at once, or if further details are desired a solicitor will call. Only sufficient advertising will be taken to pay the actual cost of publication.

PROGRESS OF THE HEART OF AMERICA POULTRY SHOW.

Arrangements have been completed by the officers of the Heart of America Poultry Show with Government officials for a most interesting Government exhibit at the show next Thanksgiving week. In connection with this exhibit the Government Experimental Farm will send a number of head of live poultry to demonstrate the best egg laying type of different breeds.

Last week officers of the Heart of America Poultry Show received notices from two large breeders, one from Massachusetts and the other from California, both of whom are going to bring large strings of birds to the Kansas City show, and neither of whom have exhibited before in the Central West. A poultry association of South Dakota has advised that they will enter with 150 birds, and it is gratifying to the directors to be able to announce at this time that a large number of birds will be entered by exhibitors from Canada. Another large breeder from Massachusetts, who has developed two new varieties of fowls and which have not as yet been admitted to the standard breeds, is coming to the Heart of America Poultry Show this year to exhibit these two new breeds of fowls. Word has also just been received from a Barred Rock breeder in the Mississippi Valley advising that he will enter a string of 85 to 100 birds in the forthcoming show.

The largest producer of poultry feed in the United States will exhibit at the show Thanksgiving week and has negotiated for a liberal amount of local newspaper space to advertise his product.

A mammoth incubator manufacturer will have one of his incubators in full operation during the entire week of the show.

The Chamber has called upon the business interests of Kansas City to underwrite this Show, which is Kansas City's own, and which it is hoped can be made a big permanent annual institution. Unless you have already done so, will you not send your subscription at once to the Chamber of Commerce in care of the Heart of America Poultry Show Committee?

OPEN FRENCH HIGH COMMISSION OFFICE.

According to information just received the French High Commission have established offices at 65 Broadway, New York, where they will be available for any service it is possible for them to render to American concerns interested in buying from or selling to France. They are prepared to give all matters immediate attention.

FEDERATION OF SOCIAL AGENCIES OF KANSAS CITY.

For some time past the Social Workers' Conference of Kansas City has been working on a plan for submission to local social agencies providing for a federation of all these agencies. This plan has received the endorsement of the Charities Committee of the Chamber of Commerce. A committee was appointed some time ago by the Social Workers' Conference on which were several members of the Charities Committee of the Chamber of Commerce. This committee reported a tentative plan to the Conference for the formation of the proposed federation. The plan provided for an organization, the purposes of which should be:

To encourage and develop co-operation between agencies and correlate the work of these agencies.

To study social problems with a view to putting all social work on a sounder basis.

To secure publicity for social work and to endeavor to promote in the public a better understanding of social work.

To act as advisory council to various agencies and to new agencies.

To report on the social agencies of the city.

To provide for uncaredfor social needs.

The organization was to be made up of three classes of members: Organization members, including two representatives of each charitable and civic organization of the city which might desire to join, individual members, and ex-officio members.

It is the plan to provide a paid secretary, giving full time to the work, who would study the work and problems of the various social organizations of the city with a view to bringing about greater harmony of effort and better co-ordination among them. This plan was recommended by the Social Workers' Conference to the various organizations of the city and a copy will be sent to each organization with a request that they send representatives to a meeting to determine the exact form of the organization and to take the necessary steps to bring it about. This plan of co-ordinating social effort of the city has the hearty support of the Chamber of Commerce, as it means greater efficiency in the social and charitable work of the city. It is directly in line with the purposes of the combined budget of the Charities Committee, but is not a part or in any way directly connected with it, since the proposed new organization will not deal with financial matters in any way.

Traffic and Transportation

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EXPORT BILLS OF LADING. VIA ATLANTIC PORTS.

Arrangements for the issuance of export bills of lading via north Atlantic ports, are announced in circulars issued by Regional Directors.

There are no objections to shippers using their own form, providing same conform to the standard requirements, it also being understood that through bills of lading will only be issued to such shippers as make part of their contract the agreement to assume demurrage or storage charges which may accrue at seaboard, in accordance with published tariffs.

Ocean lines have taken the position that inland charges must be prepaid and that if ocean charges are not prepaid the rail carriers shall for account of the ocean lines stamp the following clause on the through bills of lading.

"Notwithstanding anything to the contrary that may be printed therein, the freights collectable under this bill of lading in the United Kingdom are to be converted into pounds sterling at the quoted rate for sight bills London on New York, house at port of discharge."

In accordance with this advice, instructions have been issued to collect the inland charges, ocean charges to be collected by the steamship lines, and to place upon the bills of lading the provision outlined above.

Further information may be obtained from any of the railroad offices.

COAL MINIMA.

The Missouri Public Service Commission has received advice from the Director of Public Service of the Railroad Administration, that a revision of minimum weights on coal and coke is contemplated as follows:

Coke in open cars 50,000 pounds, except when loaded to full visible capacity, actual weight will apply; in box or stock 40,000 pounds; coal in open top cars 90 per cent of marked capacity except when loaded to full visible capacity, actual weight will govern. In box or stock the following weights:

Less than 60,000 pound capacity	50,000
Less than 70,000 pound capacity	55,000
Less than 80,000 pound capacity	60,000
Less than 90,000 pound capacity	65,000
Over 90,000 pound capacity	70,000.

The Commission wants to learn what effect this minimum will have upon Missouri shipments. Interested parties are requested to write the Department of Traffic.

EXPORT RATE ON STRUCTURAL STEEL.

The Railroad Administration has issued authority for the publication of rates on structural steel, Chicago, Joliet etc., to Galveston and New Orleans for export, via the A. T. & S. F. (when destined countries other than Europe, Asia, Africa, etc.) via Kansas City with fabrication in transit privilege here, at the through rate plus 1.5c per 100 pounds.

The Santa Fe refused to participate in the through rate of 31.5c, and the change authorized has come about on application of the Traffic Department of the Chamber on behalf of the Kansas City Structural Steel Company.

CAR EFFICIENCY.

The Executive Committee of The National Industrial Traffic League has directed the President of the League to take up vigorously with the Railroad Administration, and urge that bad order cars be repaired and restored to service without delay; also that the new Railroad Administration equipment, not yet allocated to individual carriers, be stenciled and placed in service.

The League urges that shippers and receivers of freight use the utmost dispatch in loading and unloading cars. At the same time the League insists that carriers do their greater part by putting all available cars to use and by moving them with expedition both in line haul and switching service; that the utmost efforts be put forth by the carriers to place cars in proper repair and condition for service.

The Executive Committee of the League is desirous of obtaining information as to what extent car shortage or congestion may be charged to the poor transportation service of the carriers. They are also desirous of obtaining information as to what the situation is with regard to bad order cars,—that is, the attitude taken by the various carriers, or their policy, in putting bad order cars in proper repair promptly.

Any information on these subjects, passed to the Traffic Department of the Chamber, will be in turn forwarded to the proper officers of The National Industrial Traffic League.

CARS FOR LOADING.

On receipt of complaints from members that the Missouri Pacific had discontinued the practice of supplying cars for loading at Kansas City, the Department took the matter up with officials of the Missouri Pacific at St. Louis, entering protest and stating that the order was working a hardship on Kansas City manufacturers, and urging that the past policy whereunder the switching line furnished cars, should be continued, as with lines under Federal control, cars should be used in common.

General Superintendent of Transportation Cannon of the Missouri Pacific, in answering the Department's wired protest, telegraphed that they were supplying cars for industrial loading at Kansas City up to the limit of their ability and that it was absolutely necessary to call on connecting lines to help in taking care of requirements, and that the Regional Director was handling with connections to secure their co-operation.

RATES AUTHORIZED.

F. R. A. 619 (Supplement 2) Provides that under general order 28, commodity rates on flour and other mill products C. L. are to be increased 25% but not exceeding an increase of 6c. Such increased rates to be not less than the new commodity rates on wheat; or in absence of commodity rates on wheat, not less than new commodity rates on kind of grain taking highest rate; or in absence of commodity rate on any kind of grain, rates to be increased 25% with maximum advance of 6c. Where

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TRAFFIC AND TRANSPORTATION.

(Continued from page 602.)

flour rates are different from rates on other grain products the new flour rates should in absence of rates on grain be observed as minimum rates on such other products.

F. R. A. 11453. Cancel rates on hay and straw, C. L., from points in Missouri, Kansas and Oklahoma in M. K. & T. RR. to Mobile, Ala., via McAlester, Okla., Northern Alabama, RR. Southern RR., M. K. & T. tariff 4114-F; class rates to apply.

F. R. A. 11578. Readjustment rates on livestock, from Kansas City and other Missouri River markets to points in Michigan and Wisconsin on C. M. & St. P., Copper Range, C. & N. W., M. M. & S. E., E. & S. L., Soo Line, D. S. S. & A., Mineral Range railroads; also from points on those lines to Chicago and Milwaukee. (Changes to be made on 5 days notice.)

F. R. A. 11757. To include Quindaro Water Works within the Kansas City, Missouri-Kansas, Switching Limits, Missouri Pacific Tariff 3117-D; change to be made on 5 days notice.

436. U. P. Tariff 3000-A. I.C.C. 2851. Item 2175. Selica, C. L. From Powell, Colo., to Denver, Colo., Kansas City, Mo., St. Joseph, Mo., Council Bluffs, Ia., Omaha, Neb., Sioux City, Iowa. Rates Various.

439. U. P. Tariff 3000-A. I.C.C. 2851. Item 2450. Bags (Cement) C. L. From Kansas City, Mo., to Yocemento, Kans. Rate 31½c.

489. C. R. I. & P. Tariff 25000-C. I.C.C. C-10168. Item 1845. Boxes, Wooden Packing, From Atchison, Kansas, Kansas City, Mo., Leavenworth, Kan., and St. Joseph, Mo., to Abilene, Kan., rate 21.5; Enterprise, Kan., rate 21.5; Peabody, Kan., rate 22; Salina, Kan., rate 2.5; Wellington, Kans., rate 24.5; Wichita, Kan., rate 24.

490. C. R. I. & P. Tariff 25000-C. I.C.C. C-10168. Item 2085. Cheese in boxes, etc From Kansas City, Mo., Topeka, Kansas, Beatrice, Nebr., and points taking same rates. (Groups 1, 4 and 6, respectively) to Caldwell, Kan., rate 59; Saline, Kan., rate 46.5; Wellington, Kan., rate 56.5; Wichita, Kan., rate 50.

491. C. F. I. & P. Tariff 25000-C. I.C.C. C-10168. Item 2465. Lead, pig, From Kansas City, Mo., Omaha, Nebr., Topeka, Kans., Lincoln, Nebr., Beatrice, Nebr., and points taking same rates. (Groups 1, 2, 4, 5, and 6, respectively) to Wichita, Kan. Rate 25.

492. A. T. & S. F. Tariff 6006-H. I.C.C. 7908. Item 155. Missouri Pacific Tariff 1275-F I.C.C. A-4099. Item 310. Acid, Sulphuric and Muratic, Nitrated, C. L. From Argentine, Kan. and Kansas City, Mo., to Caney, Kan. Rate 21¼c.

493. A. T. & S. F. Tariff 6806-H. I.C.C. 7908. Item 150. Missouri Pacific Tariff 1275-F I.C.C. A-4099. Item 290. Acid, Sludge, C. L. From Caney, Kan., to Argentine, Kansas and Kansas City, Mo. Rate 10.

494. K. C. S. Tariff 2-F. I.C.C. 3688. Item 1270. M. K. & T., 3100-E. I.C.C. A-4619. Item 1295 Missouri Pacific Tariff 1275-F I.C.C. A-4099. Item 2925. A. T. & S. F. Tariff 6806-H. I.C.C. 7908. Items 2395, 2400. St. L.-S. F. Tariff 3405. I.C.C. 7258. Item 2715. Farm wagons, Farm trucks and parts thereof, C. L. Between Joplin, Mo., and Neosho, Mo., and Omaha, South Omaha, Nebr., Council Bluffs, Ia., Kansas City, Mo., Atchison, Kans., Leavenworth, Kans., and St. Joseph, Mo. Rates various Southbound rates to remain in effect.

452. U. P. Tariff 13580. I.C.C. 2641. Item

1. Salt, C. L. From Ellsworth, Kas., to Stations in Arkansas, Colorado, Iowa, Kansas, Louisiana, Missouri, Montana, Nebraska, New Mexico, Oklahoma, South Dakota, Texas, Wyoming. Rate.

495. Missouri Pacific Tariff 1275-F. I.C.C. A-4099. Item 270. St. L.-S. F. Tariff 350-F I.C.C. 7224. Item 820. All carload freight (per car rates) From Kansas City, Mo., to Leeds, Mo. Rate.

497. Missouri Pacific. Tariff 1275-E I.C.C. A-4099. Item 1420. St. L.-S. F. Tariff 350-F. I.C.C. 7224. Item 725. Grinding Balls, Iron, C. L. From Lower Missouri River points to Gas and Neodesha, Kans. Rate 1½c.

501. M. K. & T. Tariff 3100-E. I.C.C. A-4619. Item 1285. A. T. & S. F. Tariff 6806-H I.C.C. 7908. Item 325. Missouri Pacific Tariff 1275-H. I.C.C. A-4090. Item 575. Empty wooden boxes (second hand window glass carriers) C. L. From Lower Missouri River Points to Chanute, Kan., and Coffeyville, Kan. Rates various.

502. M. K. & T. Tariff 5337-E. I.C.C. A-4034. Missouri Pacific Tariff 571-E. I.C.C. A-2289. St. L.-S. F. Tariff 361. St. L.-S. F. Tariff 303. St. L.-S. F. Tariff 350. I.C.C. 7224. Brick, Tile and Clay Products, C. L. From Altoona, Caney, Elk City, LaHarpe, LeRoy, Mound City, Mapleton, Neodesha, Peru, Sycamore, Tyro, Mound Valley and New Albark, Kan., to Missouri, Kansas, Oklahoma, Nebraska and Iowa. Rate.

504. A. T. & S. F. Tariff 6806-H. I.C.C. 7908 Item 409. Missouri Pacific Tariff 1275-F. I.C.C. A-4099. Item 1235. C. R. I. & P. Tariff 25000-C. I.C.C. C-10168. Item 1985. Union Pacific Tariff 3000-A. I.C.C. 2851 Item 1290. Butter, grease for Soap Stock, C. L. From Topeka and North Topeka, Kan., to Lower Missouri River Points, Lincoln, Omaha, Nebr., and Council Bluffs, Ia. Rates various.

507. A. T. & S. F. Tariff 6806-H. I.C.C. 7908. Item 405. Missouri Pacific Tariff 1275-F I.C.C. A-4099. Item 660. Union Pacific Tariff 3000-A. I.C.C. 2851. Item 1310. C. R. I. & P. Tariff 25000-C. I.C.C. C-10168. Item 2010-B Buttermilk, C. L. From Abilene, Ottawa, Topeka, Kans., and Lincoln, Nebr., to Lower Missouri River points. Rates various.

508. A. T. & S. F. Tariff 6806-H I.C.C. 7908. Item 410. C. R. I. & P. Tariff 25000-C. I.C.C. C-10168. Item 1990. Union Pacific Tariff 3000-A I.C.C. 2851. Item 1315. Buttermilk, L. C. L. From Topeka and North Topeka, Kas., to Kansas City, Mo., and Armourdale, Kan. Rate.

534. A. T. & S. F. Tariff 5947-J. I.C.C. 7905. Item 1005. M. K. & T. Tariff 3278-D. I.C.C. A-3856. Glass Fruit jars and tops and jelly glasses, C. L. From Chanute, Caney, Coffeyville, Fredonia and Independence, Kansas to Missouri, Kansas, Nebraska and Iowa points. Rates various.

535. M. K. & T. Tariff 3278-D. I.C.C. A-3833. St. L.-S. F. Tariff 350-F. I.C.C. 7224. Items 620, 625. Glassware, C. L.; Glass Globes, C. L. From Mound Valley, Kan., to all Missouri River points. Rates various.

536. A. T. & S. F. Tariff 5947-J. I.C.C. 7905. Item 1005. M. K. & T. Tariff 3278-D. I.C.C. A-3836. Window Glass, C. L. From Chanute and Coffeyville, Kan., to Missouri, Kansas, Nebraska and Iowa. Rates various.

537. A. T. & S. F. Tariff 6806-H. I.C.C. 7908. Items 900, 905, 910, 915, 920, 925, 930, 935. M. K. & T., Tariff 3278-D. I.C.C. A-3836. (Special tariff) Missouri Pacific Tariff 1275-F (Continued on Page 604.)

TRAFFIC AND TRANSPORTATION.

(Continued from Page 603.)

I.C.C. A-4099. Items 1170, 1175, 1180, 1185, 3045 Window Glass, C. L. From Chanute and Coffeyville, Kan., to all Missouri River and other points in Kansas, Missouri, Nebraska and Iowa. Rates various.

539. Missouri Pacific Tariff 1275-F. I.C.C. A-4099. Item 1290. St. L.-S. F. Tariff 404-E. I.C.C. 7201. Ice, C. L. Between Kansas City, Mo., and Paola, Kan. Rate 5.

540. A. T. & S. F. Tariff 6806-H. I.C.C. 7908 Items 995, 1000, 1015, 1020, 1025, 1030, 1035. K. C. S. Tariff 2-F. I.C.C. 3688. Item 700. C. R. I. & P. Tariff 25000-C. I.C.C. C-10168. Item 2340-2345. Missouri Pacific Tariff 1275-F. I.C. C. A-4099. Item 1230. U. P. Tariff 3000-A. I.C. C. 2851. Item 1585-1590. St. L.-S. F. Tariff 404-E. I.C.C. 7201. Item. Gravel, C. L. Between Kansas City and St. Joseph, Mo., and points in Kansas. Rates various.

541. A. T. & S. F. Tariff 6806-H. I.C.C. 7908 Item 1070. Missouri Pacific Tariff 1275-F. I.C. C. A-4099. Item 2310. M. K. & T. Tariff 3100-E. I.C.C. A-4619. Item 1375. St. L.-S. F. Tariff 350-F. I.C.C. 7224. Item 650. Ground Gypsum or Ground Gypsum Rock, C. L. From Arkansas City, Kas., to Lower Missouri Points. Rate 1½c.

548. A. T. & S. F. Tariff 6806-H. I.C.C. 7908 Items 1435, 1455, 1465. M. K. & T. Tariff 3100-E. I.C.C. A-4619. Item 1555. Packing house products, C. L. and L. C. L. Between Baxter, Kans., and all Missouri River Points. Rates various.

549. A. T. & S. F. Tariff 6806-H. I.C.C. 7908. Items 1425, 1555, 1560, 1565, 1570. C. R. I. & P. Tariff 5947-J. I.C.C. 7905. Item 515. K. C. S. Tariff 2-F. I.C.C. 3688. Sec. 1 of Tariff M. K. & T. Tariff 3100-E. I.C.C. A-4619. Items 1635, 1550. Missouri Pacific Tariff 1275-F. I.C.C. A-4099. Items 1885, 1890, 1950, 1960. St. L.-S. F. Tariff 350-F. I.C.C. 7224. Page 51. Packing house products, C. L. From Coffeyville Kan., Joplin, Mo., and all stations on K. C. S., J. & P. Mo. & G., in Missouri and Kansas to all Missouri River points, Minden, Mo., Nevada, Mo., Webb City, Cartersville, Rich Hill, Carthage and Joplin, Mo. Rates various.

550. A. T. & S. F. Tariff 6806-H. I.C.C. 7908 Items 1670, 1675, 1690, 1695, 1700, 1705, 1710. Union Pacific Tariff 3000-A. I.C.C. 2851. Items 1940, 1945, 1950. Paper, wrapping, C. L. and L. C. L. From Lawrence, Kan., to all Missouri River points and Lincoln and Nebraska City, Nebr. Rates various.

551. A. T. & S. F. Tariff 6806-H. I.C.C. 7908 Items 675, 680, 686, 690, 695, 700. Missouri Pacific Tariff 1275-F. I.C.C. A-4099. Item 2005. M. K. & T. Tariff 3100-E. I.C.C. A-4619. Item 1150. Felt, Building or Roofing, C. L. From Coffeyville and Independence, Kan., to all Missouri River points. Rates various.

554. A. T. & S. F. Tariff 6806-H. I.C.C. 7908. Items 1560, 1565. Missouri Pacific Tariff 1275-F. I.C.C. A-4099. Item 2005. M. K. & T. Tariff, 3100-E. I.C.C. A-4619. Item 1670. Paper, Building, C. L. From Coffeyville, Independence Kas., to all Missouri River points, Lincoln, Plattsmouth, Nebraska City, Neb. Rates various.

555. A. T. & S. F. Tariff 5947-J. I.C.C. 7905. Item 890. A. T. & S. F. Tariff 6806-H. I.C.C. 7908. Item 1820-1825. C. R. I. & P. Tariff 25000-C. I.C.C. C-10168. Item 3295. Missouri Pacific Tariff 1275-F. I.C.C. A-4099. Item 2095

Strawboard, C. L. From Wichita, Kas., to Missouri River points and Topeka, Kan., Lincoln, Neb., Beatrice, Neb.

556. A. T. & S. F. Tariff 6806-H. I.C.C. 7903. Item 1835. U. P. Tariff 3000-A. I.C.C. 2851. Item 2020. Missouri Pacific Tariff 1275-F. I. C.C. A-4099. Item 2125. C. R. I. & P. Tariff 25000-C. I.C.C. C-10168. Item 2840-2845. Pickles, Salted in Brine, C. L. From Lower Missouri River points and other points, to Topeka, and North Topeka, Kansas. Rate.

557. K. C. S. Tariff 2-F. I.C.C. 3688. Item. 1050 & 1055. Missouri Pacific Tariff 1275-F. I.C.C. A-4099. Item 1110. M. K. & T. Tariff 3100-E. I.C.C. A-4619. Item 1305. A. T. & S. F. Tariff 6396-H. I.C.C. 7908. Item 540. Combined Iron & Steel and Concrete fence post, C. L. From Joplin, Mo., Brinkerhoff Spur, Mo., to Kansas City, Mo. K. C. S. Ry. points north of Joplin, Mo. Rate 9½c max.

558. M. K. & T. Tariff 3100-E. I.C.C. A-4619 Item 1790 and 1770. A. T. & S. F. Tariff 6806-H. I.C.C. 9708. Item 1960-1965. Railway Material, C. L. From Kansas City, Mo., Omaha, Neb., Atchison, Leavenworth, Kas., St. Joseph, Mo., to Baxter, Kansas. Rates various.

559. A. T. & S. F. Tariff 6806-H. I.C.C. 7908. Item 485, 2025, 2030, 2035, 2040, 2045, 2050, 2055, 2060, 2065, 2070, 2075, 2080. K. C. S. Tariff 2-F. I.C.C. 3688. Item 113. M. K. & T. Tariff 3100-E. I.C.C. A-4619. Item 1220. St. L.-S. F. Tariff 404-E. I.C.C. 7201. Item. Saw dust, C. L. Between Lower Missouri River Points, Points in Kansas and points in Kansas. Lower Missouri River points, also Joplin, Mo. Rates various.

561. W. T. L. Tariff 17-E. I.C.C. A-957. Item 5. M. K. & T. Tariff 2946-D. I.C.C. A-4499. Salt, C. L. From Ellsworth, Kan., to stations in Illinois, Iowa, Minnesota, Missouri, South Dakota, Wisconsin. Rate.

562. M. K. & T. Tariff 3100-E. I.C.C. A-4619. Item 1825. Missouri Pacific Tariff 1275-H. I.C.C. A-4099. Item 2220. A. T. & S. F. Tariff 6806-H. I.C.C. 7908. Item 2010. Salt cake, C. L. From Kansas City, Mo., and Argentine, Kan., to Coffeyville, Chanute, Cedarvale, Peru, Kan. Rate 12¼c.

565. Missouri Pacific Tariff 1275-F. I.C.C. A-4099. Item 1460. C. R. I. & P. Tariff 21370-E. I.C.C. C-16248. Items 580, 585. Sash weights iron, C. L. Post mauls, Iron, C. L. Hitching weights, Iron, C. L. From Pleasant Hill, Mo. to Lower Missouri River points.

567. A. T. & S. F. Tariff 6806-H. I.C.C. 7908 Items 2165, 2170, 2180, 2185, 2190, 2200, 2210, 2215, 2220, 2245, 2259, 2285. Missouri Pacific Tariff 1275-F. I.C.C. A-4099. Items 2525, 2530, 2535, 2560, 2520, 2656, 3025, 2590, 2625. Stone, C. L. From Kansas points to all Missouri River points, Lincoln, Hastings, Nebr., Salina and Lindsborg, Kansas. Rates various.

570. M. K. & T. Tariff 3100-E. I.C.C. A-4619 Item 1865. St. L.-S. F. Tariff 350-F. I.C.C. 7224. Item 1180. Sugar, C. L. (Applies only as a proportional rate on business originating at Pacific Coast) From Kansas City, Mo., to Clinton, Mo. Rate 9c.

571. K. C. S. Tariff 2-F. I.C.C. 3866. Item 1030. M. K. & T. Tariff 3100-E. I.C.C. A-4619 Item 1720. M. P. Tariff 1275-F. I.C.C. A-4099. Item 2130 S. L.-S. F. Tariff 361-F. I.C.C. 7224 Item. Sewer Pipe, C. L. Drain Tile, C. L. From Joplin, Mo., to Kansas City, Mo. Rate 6½c.

TRAFFIC AND TRANSPORTATION.

(Continued from page 601.)

Dallas Committee.

Docket 946. Proposed general revision of commodity descriptions on Fertilizers between Texas and interstate points. (August 28.)

Omaha Committee.

Docket 351 (Emergency). Proposed to realign rates on livestock carloads, from points in Nebraska on the U. P. and C. & N. W. Railroads, to Omaha and South Omaha, Nebraska to conform with C. B. & Q. rates authorized under F. R. A. 10753, I. C. C. Docket 7803.

Docket 360. Proposed to amend rules governing absorption of inbound switching charges on grain at Missouri River points as follows: (September 11).

(1) Discontinue absorption of charges incurred on inbound movement, or

(2) Continue absorption rules without the 90% requirement, or

(3) Cancel present provisions for absorption of inbound charges and provide rates on grain into Missouri River points shall include delivery to all industries in the switching district at these respective points when road-haul rate into the point is five cents or more per 100 pounds.

Docket 363. Proposed to permit milling and transit on grain and grain products, at Lincoln, Nebraska from St. Paul, Minneapolis and Minnesota transfer to Kansas City, Leavenworth and St. Joseph. (September 12.)

Docket 364. Proposed to amend C. B. & Q. tariff 5400-A to provide for application of wheat, flour rates on pancake flour to points in South Dakota, Montana and Wyoming. (September 12.)

Docket 364. Proposed to amend C. B. & Q. tariff 5400-A to provide for application of wheat, flour rates on pancake flour to points in South Dakota, Montana and Wyoming. (September 12.)

St. Louis Committee.

Docket 1147. Proposed rate 26½¢ per 100 pounds in lieu of present rate 24¢ on Anthracite and Semi-Anthracite coal, carloads from Kansas City and other lower Missouri River points to McAlester, Oklahoma. (August 27.)

Docket 1149. Proposed to establish wheat flour rates on barley and malt sprout, C. L., from Missouri River and other western points to points in Arkansas, Louisiana, Texas and Southeastern points. (August 27.)

OIL BURNERS

Advance Oil Burner Company

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807 East 15th St., (Home Main 6233) Kansas City, Mo.

Docket 1167. Proposed to cancel proportional rate of 11½¢ on cedar posts, poles and piling C. L. from St. Louis to Kansas City when originating at southeastern points allowing lumber rate 15½¢ to apply. (August 27.)

Docket 1172. Proposed to correct description of brass foundry facings item 2125 W. E. T. B. Tariff 1-L, applying from Chicago, Peoria, St. Louis, etc., to Kansas City and other Missouri River points to read "Brass Ashes, Brass Skimmings, Brass Buffings, Brass Sweepings, Brass Washings, Brass Emery, Wheel Grindings." (August 27.)

Dockets 1099, 172, 1100, 467. Discontinuance absorption drayage charges at St. Louis, C. L. and L. C. L., between depots.

K. C. N. W. STRIKE.

As the Kansas Citian goes to press the strike on the K. C. N. W. is about to be composed by the Railroad Administration advancing money to pay the wages this road owes to its employes.

In order that proper service may be maintained on this line, the Railroad Administration should take the road over, and not give it merely temporary help. The Department of Traffic early in May wrote the Administration advocating the taking over of the road.

Kansas City Committee.

(Continued from last week.)

Docket 834. It is proposed to cancel the following rates on the ground that they are obsolete (no movement to traffic within the past 12 months, and no apparent prospective use for the rates in the future.

If authority is granted for cancellation of any of these rates, it is proposed that tariffs will provide for the restoration thereof on one days notice should any movement thereunder develop within one year from date of cancellation.

BOYS AND GIRLS MAKE GOOD.

(Continued from Page 592.)

is open to club members in the states of Missouri, Kansas and Oklahoma. Entries in this contest will be exhibited by the Chamber's Agricultural Department at the Soil Products Exposition, at which time awards will be made.

INDUSTRIAL OPPORTUNITIES.

Wilcken-Schenck Company, Seattle, Washington, are anxious to make brokerage connections in Kansas City on canned salmon. They state they have made arrangements with several responsible packers putting up salmon and are in a position to satisfactorily co-operate with brokers on both export and domestic trade.

Members interested kindly communicate with them.

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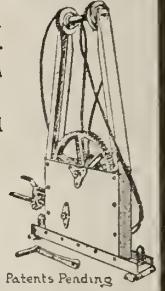
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THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 35

KANSAS CITY, WEDNESDAY, SEPTEMBER 3, 1919

UNIVERSITY OF ILLINOIS LIBRARY

SEP 5 1919

President Woodrow Wilson

will speak on

"The League of Nations"

at

Convention Hall,

Saturday morning, September 6,

ten o'clock.

Every member should hear him.

No seats reserved—come early.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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HOW TO REDUCE LABOR TURNOVER.

"How to Reduce Labor Loss and Labor Turnover" is the subject which will be up for discussion at the Employment Managers' Council this afternoon at 4:00 o'clock.

Mr. T. A. Martin, Employment Manager of the Ford Motor Company, has been secured to open the discussion on this very important topic. Following Mr. Martin the meeting will be thrown open for a general discussion.

From the interest already manifested in this new organization it is the expectation of the officers that a large representation of the employment men of Kansas City will be present. The Membership Committee, under the direction of Mr. Wm. Heiter, Employment Manager of the Irving-Pitt Manufacturing Company, has been busy during the past week and it is expected that quite a large number of memberships will be presented for action at today's meeting.

LOCAL MEN ON INTERNATIONAL TRADE CONFERENCE COMMITTEE.

The Chamber of Commerce has been significantly honored in the selection of three of its members by the Chamber of Commerce of the United States to serve on the General Committee to have charge of the arrangements for the International Trade Conference to be held under the auspices of the National Chamber at Atlantic City the week of September 29.

The three members selected are: Messrs. W. S. McLucas, President, Commerce Trust Company and Treasurer and President-elect of the Chamber; Charles S. Keith, President, the Central Coal and Coke Company; and W. S. Dickey, President, The W. S. Dickey Clay Manufacturing Company. Besides the three named, the General Committee includes such men as Homer L. Ferguson, President of the National Chamber; Harry A. Wheeler, Vice-President, Union Trust Company, Chicago; Thomas W. Lamont of J. P. Morgan & Co., New York; Edw. A. Filene of William Filene's Sons Company, Boston, and A. G. Bedford, Chairman of the Standard Oil Company, New York.

This General Committee will also look after the details for a trip which the members of the Foreign Mission will take to a number of commercial and industrial centers. The National Chamber laid the foundation for the International Trade Conference by inviting England, France, Italy and Belgium to send to the United States their best men to meet American Business men.

(Continued on page 612.)

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President Wilson Our Guest Saturday

HONORABLE WOODROW WILSON, President of the United States, together with Mrs. Wilson, will be the guest of Kansas City Saturday, September 6. Arrangements for his reception are in charge of the Chamber of Commerce entertainment committee, augmented by the President and other officers of the Chamber and a committee of thirty-two city officials and prominent business men.

The program outlined by the Committee, details of which are still being arranged, has already been approved by the President's secretary. The Committee will meet the President at the Union Station at nine o'clock. A short automobile ride through the principal business section of the city, is the first feature of the program, the party arriving at Convention Hall at ten o'clock. The daily press will announce the route to be followed, this having not been definitely outlined.

Upon reaching Convention Hall, the President will be given an opportunity of meeting members of the Committee. At the same time, Mrs. Wilson will be given a reception by the wives of the Directors of the Chamber and City Officials. At ten o'clock the President will be escorted to the speakers platform, and will be introduced by President B. A. Parsons.

Immediately following the President's speech, the party will proceed at once to the Union Station, as the President leaves for Des Moines at noon.

The only seats to be reserved are the boxes to the right of the speakers platform for Mrs. Wilson and the members of the ladies reception committee and the arena balcony in the rear of the platform for the entertainment committee, and the auxiliary reception committee composed of Chamber directors and city officials. No other seats will be reserved. The doors to the hall will be thrown open to the public at nine o'clock.

A band concert in Convention Hall has been arranged for, beginning at nine o'clock, for the entertainment of the crowds while waiting for the President to arrive.

Chamber of Commerce Publicity.

IF SEEING is believing, Chamber of Commerce members must have been impressed during the last few weeks with the activities of the organization as evidenced through the newspapers.

Attention is invited to the double page spread in the middle of this issue where there are shown in rough order the clippings for the last two weeks in July. These pertain mainly to the street railway situation, Convention Hall and automatic telephone investigation, but cover a variety of other subjects—good roads, charity work, etc., etc.

These are busy days with the Chamber of Commerce.

SPECIAL STREET RAILWAYS LUNCHEON.

Plans are being made to have Mr. W. C. Culkins, Street Railway Commissioner of Cincinnati, Ohio, to be the speaker at a Chamber Luncheon to be held some day next week, probably at the regular Wednesday Luncheon.

Mr. Culkins is being brought here by the Committee of One Hundred to explain to the Committee and members of the Chamber of Commerce, and to the people generally, the working of the "Service at Cost" plan of street railway operation in Cincinnati. Mr. Culkins is the representative of the City of Cincinnati on the Street Car Company, and is in a position to know how this much talked of plan has worked there.

Every member of the Chamber of Commerce will be invited and urged to hear Mr. Culkins. Definite announcement will be made next week.

GOOD FELLOWSHIP TOUR.

"I never saw so much enthusiasm as we encountered in our arrangements trip through the various towns which the September Good Fellowship Tour will visit. Everybody in these towns is looking forward with the keenest interest to the visit of our trippers and ladies and unusual preparations are being made for our entertainment. At the night stops, which will be Fort Scott and Joplin, special arrangements are being made to see that the ladies are comfortably provided for and interesting amusement features will be presented at both of these night gatherings," said Miner D. Woodling, Manager of the September Tour, on his return to the city Sunday night. With Mr. Woodling on this arrangements tour were Messrs. C. C. Ammons, Al. Brechtel and Harry S. Frazer.

The advance sale of coupon books for the trip is far greater than was anticipated by the committee. Inasmuch as only 150 can participate in this tour and as a large number of coupon books have already been sold, those desiring to go should immediately get in touch with Mr. Quivey at the Chamber of Commerce as in all likelihood the number of available coupon books will be exhausted long before the tour starts.

Special arrangements are being made for the comfort and pleasure of the ladies. Many valuable souvenirs will be given away during the trip. Each tourist will be presented with a specially designed dust proof coat and motor touring cap. A five-piece orchestra will accompany the tourists, and a quartet and other musical features have been provided.

The route selected is over good roads and the trip will be made by easy stages so as to make it comfortable and pleasant for everybody.

The route has been marked with the famous Kansas City Heart, put up at all turns. Willis M. Hawkins of the Hawkins Advertising Company, assisted by E. L. Goodloe, personally superintended the placing of the markers.

If you have not yet arranged for your coupon book, get in touch with Mr. Quivey, Main 119, either 'phone, at once so that you will be sure to get in before the final coupon book is sold.

Have you signed that order for advertising space in the Trade Directory? It goes to 30,000 buyers.

GEORGE W. FULLER RESOLUTIONS.

The following resolutions upon the death of Mr. George W. Fuller have been adopted by the Board of Directors:

"George W. Fuller died May 10, 1919. This announcement brought sorrow to many hearts. Mr. Fuller was probably better known to more people in Kansas City than any other man here.

"He was prominent in church work, as a Y. M. C. A. officer, and the backbone of the Helping Hand Institute. He was a philanthropist in the truest meaning of that word. It has been said of him that he gave more than a tenth of his income to charitable and religious objects and he was affectionately termed, 'Kansas City's best friend.' He was a man of many parts, a first class business man, he was a leader among men and his advice and counsel was sought by many in every walk of life.

"He was thoroughly imbued with the Kansas City spirit and his voice was frequently heard in advocacy of anything that was right and for the benefit of all the people.

"He was particularly interested in the Chamber of Commerce, he regarded it as one of his children, and he rejoiced in its accomplishments. He served on the first directory, 1887-1889, and was president in 1894-1895.

"He was exceptional in this; that when he was out of office he did not relinquish his interest, but took his place in the ranks, and was always 'subject to call.'

"**BE IT RESOLVED:** By the Chamber of Commerce that in the death of George Washington Fuller this organization has lost one of its best friends and Kansas City one of its leading citizens.

"**BE IT FURTHER RESOLVED:** That we tender our deepest sympathy to his family and that an embossed copy of this preamble and resolutions be sent to Mrs. Fuller.

"(Signed.) J. C. James, J. F. Richards,
"M. V. Watson, Leon Smith,
"C. J. Schmelzer."

OBSERVE LABOR DAY.

Because of a general observance of Monday, September 1, Labor Day, as a holiday, the going-to-press time of The Kansas Citian was postponed twenty-four hours. This necessitated the mailing of the publication Tuesday instead of Monday evening so that instead of its reaching the desks of the membership Tuesday morning it will not be delivered before Wednesday morning.

RESOLUTIONS—KENDRICK AND KENYON BILLS.

For the information of the members there is printed herewith in full the resolutions as drafted by the Legislative Committee of the Chamber and approved by the Board of Directors and with reference to Senate Bill 2199, known as the Kendrick Bill and Senate Bill 2202, known as the Kenyon Bill.

These resolutions were finally adopted by the Committee only after it had held four sessions at which representatives of various interests were present to present their views. The resolutions as passed have been forwarded to members of Congress and the Secretary of Agriculture with the request that the same be given their serious consideration in connection with these bills.

"To the Directors of the Chamber of Commerce of Kansas City, Missouri.

We the undersigned members of your Legislative Committee have examined Senate Bill No. 2199 known as the Kendrick Bill, and Senate Bill No. 2202 known as the Kenyon Bill, both of which are now pending in the Senate of the United States and both of which prohibit the conduct of the packing business and certain allied industries without a federal license, and we recommend the adoption of a resolution to the following effect:

Whereas, Kansas City is second in volume of business of the live stock markets of the United States and is the metropolis of a large area of cattle raising territory, the members of the Chamber of Commerce of Kansas City are peculiarly interested in the operation of stock yards and the packing industry and by reason of their information in the premises feel that they are entitled to be heard in the consideration of a bill now pending in Congress known as Senate Bill No. 2199 introduced by Senator Kendrick and another bill known as Senate Bill No. 2202, now pending, introduced by Senator Kenyon.

THEREFORE, BE IT RESOLVED by the Board of Directors of the Chamber of Commerce of Kansas City, Missouri, that the following be submitted to the committee of the Senate having such bills under consideration, to the Senators and Representatives of Congress from the State of Missouri, to the Secretary of Agriculture, to the Secretary of Commerce and to the Secretary of Labor, as a statement of our convictions concerning the matters set out in said bills, to-wit:

1. We believe that if any corporation or combination of corporations or persons should become substantially the only buyer

STREET RAILWAY QUESTIONNAIRES.

The Committee of One Hundred in an effort to get detailed information concerning street railway operation in cities all over the country, has sent questionnaires to the Chamber of Commerce in each of the 66 cities of the country with a population over 100,000. In these questionnaires are asked detailed questions on fares, service, costs, taxation, revenue and expenditures, general operating methods, jitneys and motor busses, and a number of questions of a technical nature. When the replies to these questions are all in, the Committee will have on hand information which will enable it to give the facts concerning the operation of the street railways in most of the larger cities of the country.

In addition to this general questionnaire, a short questionnaire is being sent by all members of the Committee to friends and associates in other cities. The questions asked are general, and are an effort to make an estimate of popular sentiment in other cities.

of agricultural products from the producer or substantially the only seller of food to distributors or consumers the result would be calamitous in the extreme.

2. We believe that any discrimination in either price or service between shippers to stock yards or combinations, or discrimination in the purchase of animals for slaughter, or combinations or discriminations in the sale of packing house products, or combinations to suppress free and fair competition, or exorbitant price, are punishable as violations of the Sherman Laws and the Clayton Act and that much of the bills in question is confusing repetition.

3. We believe that even though additional legislation be needed to enforce present laws as they apply to stock yards and packing industries, the proposed measures far outrun necessity.

4. However willing we may have been to invest our administrative authorities with extraordinary and plenary powers to meet the exigencies of war, we are resolutely opposed to any continuation or extension of them in times of peace and we are opposed to any legislation which makes the right to enter into or to continue in business depend upon the consent of a person, an official, a department of government or a bureau.

5. We are opposed to both of the measures in question insofar as they are intended to deprive anyone of the right to engage in or continue in business without a court adjudication first being had.

We therefore oppose the enactment of either the Kenyon or the Kendrick Bill and propose as an aid to the application of present laws to the stock yards and packing

(Continued on page 617.)

Visiting Kansas City's Industries

The Cutino Drug and Sundry Company



The Cutino Drug and Sundry Company, located at the Northwest corner of 7th and Wyandotte, was established in 1911 as the Edmund D. Cutino Company and incorporated in 1914 under the present name.

The accompanying cut shows the main building which, with warehouse space it is stated contains 40,000 square feet of floor space. The Company is said to employ about 50 people.

The firm jobs a complete line of ivory toilet ware, bristle goods, combs, brushes, leather goods, and stationery, under the well known trade names of "Q-T-No," "Montebello," "Sampson," and "Waverly," a large percentage of which is manufactured expressly for them, and requires a catalogue of 150 pages to show their lines. A sample room is maintained in St. Louis.

Their goods are jobbed in the following states: Missouri, Kansas, Oklahoma, Arkansas, Texas, New Mexico, Colorado, Nebraska, Iowa, Illinois, Indiana, Ohio and California. Some export trade is conducted with England.

REMEDIAL RAILROAD LEGISLATION REFERENDUM.

A tabulation of the vote on Referendum No. 28 of the Chamber of Commerce of the United States on Remedial Railroad Legislation shows 511 organizations having cast their ballots up to July 24, midnight, when the voting closed.

A full report on the vote cast by the Kansas City Chamber is given in the Kansas Citian of July 22. According to the tabulation just received the local chamber voted with the majority on propositions I, II, III, V, VI, and VII, and with the minority on propositions IV, and VIII, IX, and X.

In accordance with these votes the National Chamber is committed to each of the propositions I to VIII inclusive, and proposition X, since more than one-third of the voting strength of the Chamber was recorded upon each and more than two-thirds of the votes thus cast, representing more than twenty states, were in favor of each of the propositions I to VIII, inclusive, and proposition X. The National Chamber is

TRADE CONFERENCE COMMITTEE.

(Continued from page 608.)

The visiting missions will have five members each including cabinet officers and others famed for their ability and experience. For this purpose a special committee personnel of the missions will be announced shortly. The American delegates will be selected by the Committee on Arrangements.

In addition to the three Kansas Citians already named on the General Committee the local Chamber has been asked to suggest the names of a number of its members who might be selected for membership on the various other committees to be appointed in connection with the Atlantic City conference. For this purpose a special committee was named at a recent meeting of the Board of Directors including Mr. W. S. McLucas, Chairman; Mr. B. A. Parsons and Mr. C. W. Lonsdale.

not committed to proposition IX since two-thirds of the votes cast were not in favor of that proposition.

Automatic Telephone Service

AS a part of the report of the Special Committee on Investigation of Automatic Telephone Equipment for Kansas City which was submitted to the Board of Directors at a recent meeting there was included a report on the 'service' rendered in the various cities visited as found through actual observation and by inquiry of business and professional men in those cities.

The general report of the committee was carried in the Kansas Citian of August 18; a report of the cities in which automatic equipment manufactured by the Automatic Electric Company is now in service in the issue of August 25. With the submission of the service part of the report the complete report of the committee is submitted:

MINNEAPOLIS.

Mr. H. M. Gardner, Vice-President Civic & Commerce Association—Uses always in preference to manual.

Mr. D. A. Fisk, President Minnesota Industries Association and ex-President Civic & Commerce Association—One system and automatic only thing.
Direct connections.

Less expensive in end.

Mr. J. A. Pillsbury, Vice-President Civic & Commerce Association—No complaint against automatic.

Mr. C. B. Hall, Treasurer, Tri-State Telephone Company—Altogether satisfactory.

Mr. A. F. Bennett, Engineer, Automatic Electric Company—Two numbers for fire.
Find in dark.

ST. PAUL.

Mr. R. L. Barry, General Superintendent, Tri-State Telephone Co.—100 per cent quicker than manual.

J. C. Rankin, Superintendent of Telegraph, Great Northern Railway Co.—Complaints on service unwarranted; due to faults of users.

Rather have automatic especially for inside connections, but regardless of outside manual being 100 per cent prefer automatic for all purposes.

Very heavy load at 3:00 a. m. (Great Northern Railway.)

Mr. C. H. Bigelow, Brown & Bigelow, Publishers—Only fault is in connection with slow unification of the two companies.

Automatic practicable.

Perfect in operation.

Hear better.

General sentiment, better service.

No criticism of Numbers 2647-80.

Dial 60 and get own girl (In Muskegon P. B. X. operator answers when receiver takes off hook.)

Get busy signal at once.

Never get wrong number if dial correctly.

No response if number does not exist.

Using 65 automatic and 27 manual stations

on two P. B. X.

Mr. Eli S. Warner, Business Man—Did not like at first. Automatic getting better and manual worse right along.

Business men want to conserve help.

Introduce machinery for labor in factories trend of times.

Are using both automatic and manual.

Mr. John H. Mitchell, Business Man—Did not like at first. Now warmed up.

Advantages: First, speed; second, confidential. (Nobody can cut in, not even own "central.")

MUSKEGON.

Mr. Thomas Romley, General Manager, Telephone Company—4,800 full automatic.

Charge \$36.00. Will increase to \$48.00 for business phones.

Residence phones \$18.00 to \$24.50.

Jeweler—No wait. Never use any other if can get automatic.

Used 16 years in Sioux City and Grand Rapids.

For use in dark, suggests radiolite dial, but girl tells of using clicks.

Mr. Sessions, Attorney, President Chamber of Commerce—No trouble, test own line.
Far ahead of "central" system.

Told of only irritation over long distance delays when using manual operator. Took three minutes.

Mr. T. A. McCarthy, Secretary, Chamber of Commerce—Used in Grand Rapids and Muskegon. No trouble.

Consumers Power Company—All O. K.

Parker & Wyman, Real Estate—Entirely satisfactory.

At first children played with it and annoyed people.

Mr. Poole, Secretary Manufacturers' Association—For himself and his membership reported no complaint.

All fine. Contrast with Boston and other points where manual used.

Mr. J. L. Burrows, Manager, Continental Engine Works—Would not know how to

(Continued on page 616.)

ings of Chamber Activities

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OBE**

**KANSAS CITY IS
SURE OF 1920
TRACTOR SHOW**

Committee So Informs
Local Delegates, but
Haste in Providing
able Quarters.

WICHITA, Kan., July 14.—The
Kansas City Tractor Club
plans for an exposition bu-
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**RAIL BOARD READY TO
Harvest Now Work**

July 14.—A Personal
Chamber of Commerce
July 14.—A Personal
Chamber of Commerce

**NEW COUNCIL TO
HANDLE PROBLEM
OF EMPLOYMENT**

All Employers of City to Be
Members of C. of C.

**REALTY BOARD ACTS
IN CAR CO. PROBLEMS**

**C. OF C. COMMITTEE
WILL INVESTIGATE
AUTOMATIC PHONES**

President Parsons and Three
Others Will Test System in
Other Cities.

**SAFETY COUNCIL
SOON WILL BEGIN
12-MONTH DRIVE**

All Organizations of City to
Co-Operate in Drive Open-
ing on September 1.

**USE NEW MONEY—HARBER
UP TO THE RAILWAYS OWNERS TO
EXTRACT THE COMPANY**

**C. OF C. AGAINST
U. S. OWNERSHIP
OF RAILROADS**

A. C. Body Approves 6 Out
of 10 Recommendations
of National Chamber.

**COMMITTEE OF 100
TO SIFT STREET CAR
SITUATION WILL BE
SELECTED TONIGHT**

**COMMITTEE OF
IS DETERMINE
SOLVE RAIL**

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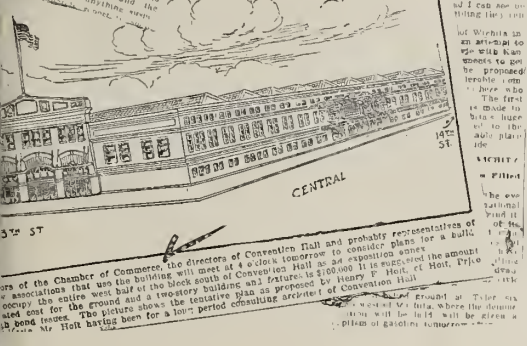
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COMMITTEE REGISTRATION.

Within thirty-six hours after the Committee Registration card was mailed to members last week, more than 500 returns were back in the office. They have been coming in steadily with each mail since that time. Any member who has not already returned his card is asked to do so at once, in order that the Vice-presidents of the various departments may have them for use in making committee appointments.

AUTOMATIC TELEPHONE SERVICE.

(Continued from page 613.)

"keep house" without it.

Splendid. Appreciate it every time go elsewhere.

Editor "Chronicle"—Greatly superior to manual system although at first predisposed against it.

Muskegon—Unanimous, a score or more other concerns and persons having been called upon by various members of the committee.

GRAND RAPIDS.

Mayor Gallmeyer—Everything good.

Mr. Bierce, Secretary, Association of Commerce—No complaint.

Mr. May, Retail Clothing—Wouldn't go back to manual for anything.

GENERAL.

Mr. Guy H. Pratt, Vice-President, Northwestern Bell Telephone System with headquarters in Omaha-Minneapolis—Service is determining factor.

Development of automatic to improve service.

No waits for "central." Immediate connections.

Won't increase rates.

Mr. J. S. Robinson, President, Tri-State Telephone Co., St. Paul.

Mr. Wm. F. Benoist, Sales Manager, Automatic Electric Co., Chicago—Even on combination of automatic and manual, conversations are private.

Sears-Roebuck has big installation averaging 40 calls per day per station.

Improved service.

Identical service over 24 hours, full complement during night same as day.

Extra equipment for margin over peak load, ready at all hours.

No interruption to service because of interruption to transportation or because of epidemic. (Edmonton, Canada, Superintendent and two men handled 11,500 automatics for a week and equipment there is 11 years old.)

COMMITTEE RETURNS.

The representatives of the Committee of One Hundred, Mr. S. J. Whitmore, President of the Whitmore Hotel Company, and Mr. H. H. Mathonet, Assistant Secretary of the Department of Civics, who have been visiting eastern cities, gathering information on street railway problems in those cities, returned to Kansas City, Friday, August 29. While away the committee visited St. Louis, Cincinnati, Washington, New York, Boston, Montreal, Buffalo, Pittsburgh, Cleveland, Chicago, Davenport and Rock Island. At each of these cities much work was done gathering information on the operation of the street railway systems, fares, labor conditions, the peoples' attitude and other phases of the question. This week Mr. Whitmore and Mr. Mathonet will meet with the various sub-committees to give them the information which they gathered, insofar as it applies to the work of each of these committees.

Mechanical is better than oral for indistinct talkers and broken English foreigners.

Rapidity of disconnection—business men generally appreciate, but grocers and butchers in taking orders especially. (St. Paul Rotary Club used to take a day and a half to call membership. On automatic call it in half day.)

Persons can test their own lines.

P. B. X. rings back to own stations.

Confidential service through P. B. X. or P. A. X. and confidential with use of number with "listeners" in office.

Special number for answering "Time"? on automatic.

Rapidity of disconnection improves inbound as well as outbound service account clearing of lines.

No premature disconnections.

Improvement of long distance service; outlying points dial right into Kansas City.

Speed in getting numbers—half time of manual on average.

Automatic ringing bell commands more prompt reply.

Can break annoying calls by reporting to Trouble Department which attaches "hickety" device on any line until switch man releases. Do it on fire calls.

Mr. H. L. Harris, General Manager, Kansas City Telephone Co. (Home System)—No increase in rates for automatic although installation higher, as operating costs are lower.

Mailing "Do You Know" Pamphlets.



The above picture shows approximately 40,000 of the 65,000 "Do You Know" pamphlets mailed last week to merchants in this trade territory. The picture was taken just before the first consignment was sent to the postoffice.

KENDRICK AND KENYON BILLS.

(Continued from page 611.)

industries the following sections modeled upon Section II and other sections of the Kendrick Bill, supplemented by appropriate enacting clause, definitions, etc.:

Section —. That if it should appear from any investigation made by any board, commission or department of the government, or if the Secretary of Agriculture has cause to believe that any person engaged in the business of slaughtering live stock or preparing live stock products for sale, or of marketing live stock products as a subsidiary of or an adjunct to any such business, or handling live stock on a commission basis or in connection with any stock yards or in operating stock yards in which live stock are handled in commerce, or engaged in the manufacture of dairy products, or preparing poultry or poultry products for sale or any business in commerce of buying, selling, or shipping dairy products, poultry or poultry products, has violated any provision of any act or law of the United States to protect trade and commerce against unlawful restraints and monopolies or to prevent unfair methods of competition in commerce.

The Secretary of Agriculture may cause notice thereof to be given to the person

who is apparently guilty of such violation, and any person so notified shall be given an opportunity to be heard under such regulations as may be provided under this act, and if it appear that any of said provisions has been violated by such person, then the Secretary of Agriculture, if the circumstances warrant, may report the facts to the proper United States Attorney and it shall be the duty of each district attorney to whom the Secretary of Agriculture shall report any violation of said laws by any such person, or to whom any officer of any state, territory or district shall present satisfactory evidence of any such violation, to cause appropriate proceedings to be commenced and prosecuted in the proper courts of the United States without delay for the enforcement of the penalties in such cases provided.

Sec. —. Any court of the United States before whom any such proceedings may properly come is further authorized to enjoin any such person found to be violating any such law from further carrying on any of the business mentioned for such period as the court shall fix, and also from further violation of law, and said court shall have authority to take such action and issue such orders as may be necessary for the conduct of the business of such person in compliance with law, or in event such person is enjoined from con-

(Continued on page 618.)

KENDRICK AND KENYON BILLS.

(Continued from page 617.)

tinuing in said business, for the purpose of liquidating or winding up the business of such person in a fair and reasonable manner.

Sec. — Actions under the provisions of this act may be commenced in the district courts of the United States or in the United States circuit courts of appeals and either of such courts is authorized to appoint a commissioner in any action pending before it to conduct hearings under regulations prescribed by the court and report his finding of facts and his recommendations therein in such manner as the court shall direct. Appeals may be taken from the orders and judgments of the district courts to the circuit court of appeals and the judgments and orders of the circuit courts of appeals shall be subject to review by the Supreme Court upon certiorari as provided in section 240 of the Judicial Code. Such proceedings shall be made a preferred cause in all courts and shall be in every way expedited.

So far as ownership of stock yards is concerned, it is our opinion that whether yards are owned by packers or private individuals same will require regulation, and we believe they can be regulated as well under packer ownership as private ownership.

We believe that no shipper should enjoy any advantage over any other shipper by reason of his owning the car in which the shipment is made and we favor such measures as will prohibit and prevent such result. We are not opposed to private ownership of cars, provided such ownership does not lead to abuse or give any undue advantage to such private owner.

It has been brought to our attention that the packers are loading "Peddler cars," including in same meat, groceries and other products, which gives them an advantage over shippers not owning their own equipment. We favor legislation to prevent such competition."

(Signed.) Wash Adams, Chairman;
Pierre Porter, H. V. Jones,
R. L. Redpath, Rees Turpin,

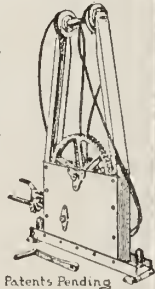
THE LABOR SAVER

Equip your Dump Bed with a Columbian Lifting Hoist and you will save TIME and LABOR.

Write for illustrated folder "80."

**COLUMBIAN
STEEL TANK CO.**

1601-21 West 12th Street.
KANSAS CITY, MO.

**FIDELITY OIL COMPANY**

1428 McGee St. Kansas City, Mo.
Home Phone Main 1155.

Quality and Service our Motto. The home of genuine Pennsylvania Oil. Oils for all makes of cars.

Call us and leave the rest to us and watch the results.

THE NOISELESS TYPEWRITER

Save your nerves and those of your employees; increase the efficiency of your office force; and dignify your whole business by the installation of

THE NOISELESS TYPEWRITER DIST. CO.
Manhattan Bldg. Kansas City, Mo.
Telephones Main 4422.

Bell Main 681 Home Main 9130

EDW. W. SIMON CO.

Direct Distributors
"PANAMA"

CARBON PAPERS—INKED RIBBONS
1035 Wyandotte St.

Skylark Gasoline

Made in Kansas City

SCHOOLEY
Lithographers

Both Phones Main 510

R.W. Hodge Electric Co.

Both Phones H3 M. 806 Delaware
Supplies, Wholesale and Retail
Wiring for Lighting and Repair
Electric Machine Repair Shop
Established 1895

Splendid Moving Pictures

Made anywhere—anytime—anything

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Traffic and Transportation

FREIGHT CAR CONSERVATION.

Now, if ever, is the time that shippers should exert their efforts in the conservation of railroad equipment. Cars are scarce and getting scarcer. Wasted car space is felt, and is causing the shippers money every day. Cars should be loaded to their full carrying capacity. Double and triple loading should be resorted to wherever possible. To save a car-day is to effect an economic gain. To waste a car-day is to force some other shipper to suffer, which in the long run is reflected against the whole country.

It goes without saying, that in times such as these, freight cars should be loaded and unloaded promptly. A day's delay deprives some other shipper of the opportunity to transport his commodity.

If shippers will note on their invoices, a request that the car be unloaded promptly, it will be of assistance in the campaign for Car Conservation.

WAR TAX.

The internal revenue commissioner has ruled that common carriers having the duty of collecting tax on transportation, may make refund on taxes paid on transportation charges that have been held to be unreasonable and as to which they have been ordered to make reparation.

This settles a question which in the past has been the subject of considerable inquiry among shippers.

ERROR CORRECTED.

The Kansas Citian of August 26th contained an error in the makeup of the Traffic and Transportation Section.

The matters involved in the docket (834) of the Kansas City Committee, wherein cancellation of obsolete rates is sought, continued from the issue of August 19th, are carried under "Rates Authorized." The story headed "Kansas City Committee", on page 605 of the issue of the 26th should have been inserted above paragraph 436 near the top of the left hand column on page 603. The matters following paragraph 435, including that paragraph, are involved in the Obsolete Rates Docket.

MISSOURI PACIFIC RECONSIGNMENT.

The Missouri Pacific have amended their rules, and provide in item 442, supplement 20 to their circular 114-E, effective August 22nd, that hay, carload, held for official inspection, may be reconsigned without charge within the free time of 24 hours from first 7:00 A. M. after arrival, to points beyond on the Missouri

Pacific; if reconsigned subsequently, a charge of \$2.00 per car will be assessed.

This is to straighten out the charges of this road, for reconsigning hay, which have been out of line with those of the other roads—the Missouri Pacific assessing a charge of \$5.00 per car for reconsigning hay to points beyond Kansas City on their own rails. The Department has been pushing this matter before the various Traffic committees of the Railroad Administration for some time.

RATES TO THE SOUTHWEST.

There will be a hearing relative to adjustment of rates, joint class and commodity, between C. F. A. territory and the Southwest, at Washington, September 15th before the Interstate Commerce Commission.

There is a mal-adjustment of rates into the Southwest, brought about by reason of the fact that in the 15% advance rate case, increases were allowed in rates in C. F. A. territory, but were not allowed in through rates from C. F. A. territory to other territory. This resulted in discrimination against the Missouri River as compared with rates to the Southwest from C. F. A. territory, because rates to the Missouri River being made on combinations, were increased, while the rates from C. F. A. territory to the Southwest being published as through rates were not advanced.

The Department for some time has had this subject under negotiation with the railroads and the Interstate Commerce Commission and it is hoped that the discrimination against Kansas City will be cured in the near future.

CAR SHORTAGE.

There is a serious car shortage in this section, which has been aggravated by the policy of the railroad administration in running empty box cars out of this territory to go to Minneapolis and the Northwest for grain loading. It is estimated that the southwestern lines are turning over perhaps 200 empty cars a day to be moved out of Kansas City to Minneapolis, and in addition there is a heavy movement of wheat from Kansas City to Minneapolis, which also takes cars out of this section.

The Board of Trade through the Department has made protest to the Railroad Administration, and has also presented the matter to the Senators from Missouri, Kansas and Oklahoma, requesting their assistance in securing relief from the situation which is hampering the successful marketing of the great wheat crop of the Southwest, that of Kansas alone being more than that of both the Dakotas and Minnesota combined.

(Continued on page 620.)

Electric Wiring—Supplies—Machinery—Repairs

DENTON ELECTRICAL SERVICE

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TRAFFIC AND TRANSPORTATION.

(Continued from page 619.)

MATTERS BEFORE DISTRICT COMMITTEES
Kansas City Committee.

Docket 823-A. Proposed to establish rate 19½¢ per 100 pounds, in lieu of present rate 13¢ on Linseed Oil, Cake and Meal, C. L. from Minneapolis, Minn., to Kansas City and other lower Missouri River points to equalize rates on grain screenings. (September 9.)

Docket 870. Proposed to readjust rates on Caustic Soda Sulphide of Sodium and Silicate of Soda, C. L., from Kansas City to points in New Mexico as follows, like adjustment from St. Louis and Chicago. (September 9.)

	Present Min. 40,000	Proposed Min. 60,000
Tyrone, N. M.	122.5	106.5
Silver City, N. M.	100	106.5
Hurley, N. M.	106.5	106.5
Santa Rita	100	106.5
Fierro.	100	106.5

Docket 871. Proposed general readjustment of rates on canned Fruits and Vegetables, C. L., from Dayton, Lakewood, Artesia and Roswell, N. M., to Kansas City and defined territories. (Sept. 9.)

Docket 878. Proposed to amend D. & R. G., tariff 5545-B, items 345 and 350 applying from Kansas City, Chicago, etc., to Santa Fe, N. M., to include crackers, cakes, etc., in fibre cans. (Sept. 9.)

Docket 882. Proposed to establish transit privileges at Kansas City on Alfalfa, Clover and Timothy Seed, C. L., originating at points in Arizona, California, Mexico, Nevada, New Mexico, Oregon and Utah as provided in item 1195-A, Trans-Continental Tariff 3-M. (Sept. 9.)

Omaha Committee.

Docket 310. Proposed to establish on Petroleum Coke, C. L., from Sugar Creek, Mo., to Seward, Nebr., rate \$2.10 per ton in lieu of present rate \$2.70. (September 19.)

Docket 367. Proposed to apply through rates on Grain and Grain products from Council Bluffs, Iowa and points on Missouri Pacific Railroad Kansas City to Reserve, Kansas, inclusive and Falls City to Crete, Nebraska, inclusive to all points in Texas via Kansas City when delivery is made to connecting lines at that point. (September 19.)

St. Louis Committee.

Docket 1186. Proposed following Minimum Weights on Coal and Briquettes, C. L., from Missouri River points to Oklahoma points (September 10.)

"In open cars marked capacity, except when loaded to full visible or space carrying capacity when actual weight will govern."

In box or stock cars 40,000 pounds, except when loaded to full visible or space carrying capacity when actual weight will govern."

Chicago Committee.

Docket 591. (Corrected). Proposed to readjust rates on Salt, C. L. to Missouri and Mississippi River points to basis 1½¢ over rates in effect May 24, 1918 plus 25% from Kansas Mines and 2½¢ less than Detroit rates from Chicago. (September 23.)

Docket 598. Proposed to establish rate 21½¢ per 100 pounds, on Oil Petroleum and its products, C. L., from Des Moines, Ia., to Kansas City, via Wabash R. R., to line up with rates via direct line. (September 4.)

Dallas Committee.

Docket 857. (Emergency.) Proposed to establish following rates on Copra and Soya Beans, C. L., Minimum weight 40,000 pounds from Texas points to Kansas City and St. Louis 37½¢, Chicago and Cincinnati 45¢, Louisville 41½¢.

Denver Committee.

Docket A-132. Proposed to cancel commodity rates on Grapes, C. L., from Chicago, Mississippi and Missouri River to Colorado common points, third class rates to be applied in lieu thereof. (September 3.)

Docket A-1017. Proposed to establish on Stove and Furnace castings, C. L., from Chicago and Mississippi River to Colorado common points rate 50¢ per 100 pounds in lieu of present rate 81¢ from Chicago 79¢ from Mississippi River. No change proposed from Missouri River. (September 3.)

San Francisco Committee.

Docket 2095. Proposed to establish on Copra, C. L., from Pacific Coast (import) to eastern destinations in Trans-Continental Tariff 30-C rate 57½¢ per 100 pounds, in lieu of present rate 85¢. (September 12.)

RATES AUTHORIZED.

F. R. A. 11556. Authorizes rate \$6.50 per car for distance 5 miles or less and \$7.50 over 5 miles on cement, C. L., originating at Sugar Creek, Missouri on A., T. & S. F. R.R. for service of K. C. T. R. R. from A., T. & S. F. connection to all industries and tracks on K. C. T. R. R. (Intrastate Traffic.)

F. R. A. 11717. Authorizes proportional rates on Hay, Straw and Corn Husks, C. L., from Memphis, Tenn., to Texas points based 5¢ less than proportional rates from Cairo; local rates from Memphis to be 8½¢ higher than proportional rates.

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TRAFFIC AND TRANSPORTATION.

(Continued from page 620.)

F. R. A. 11845. Authorizes on Coal Tar, C. L., to Tyrone, N. M., the following rates from Kansas City and Denver 41½¢, Chicago 64½¢, St. Louis 51¢ per 100 pounds.

F. R. A. 11897. Authorizes cancellation on one day's notice of rules governing grain, seed, hay and straw, C. L., held for inspection and disposition orders which were suspended by orders of the Interstate Commerce Commission in I. & S. docket 1161, pending promulgation of new rules not inconsistent with the findings of the Interstate Commerce Commission in the above docket rules at present in effect will be applied.

F. R. A. 11997. Authorizes following rates on Crude Petroleum Oil, C. L., in tank cars to Kansas City and other lower Missouri River points, from Burkburnett, Texas, and Shreveport, La., 23½¢, Ranger, Texas, 26¢; Homer, La., 26½¢ per 100 pounds.

F. R. A. 12009. Authorizes reduced rates on Hay, C. S. Cake and Meal, Corn and Feed from various points to drouth stricken district on U. P. and O. S. L.-R. Rs. in Wyoming, Utah and Idaho, also on Cattle and Sheep from that district to points in Wyoming, Utah, Idaho, Nebraska, Kansas, Colorado, New Mexico and Arizona but not including Missouri River or Denver markets.

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You may be the lucky fellow to draw a free ticket for the Good Fellowship Trip, Kansas City to Joplin, Sept. 11-12-13. Value of ticket, \$20.00

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SEP 11 1919

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF

KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 36

KANSAS CITY, TUESDAY, SEPTEMBER 9, 1919

President Wilson

Service-at-Cost

Good Fellowship Tour

Trade Directory

Soil Products Exposition

Postal Efficiency

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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COMMISSION APPROVES THREE-WAY CHARGE.

The Kansas Public Utilities Commission, in session at Topeka the latter part of last week, adopted as a fundamental the three-part gas charge as a basis of rate making for gas companies throughout the state of Kansas.

The Gas Committee of the Chamber of Commerce in a printed report last year was the first organization to espouse the cause of the three-part charge in this part of the country. The fact that the Kansas Commission has adopted this method of rate making as a basis proves conclusively that the Gas Committee, consisting of Mr. Geo. H. Bunting, Chairman; Mr. J. A. Carpenter, and Mr. Frank G. Robinson, were the pioneers in a new and scientific method of rate making in this part of the country.

The sessions of the Kansas Commission were attended by Mr. Walter Matscheck, Secretary of the Civics Department of the Chamber.

SERVICE-AT-COST LUNCHEON.

This does not mean that the luncheon will be served at cost but does mean that those who attend will get more for their money than mere food.

The Committee of One Hundred, appointed by the Chamber to investigate the street railway situation, announces that they have secured Mr. W. C. Culkins, Supervisor of Street Railways of the City of Cincinnati, as the speaker for the regular Wednesday Luncheon, September 10. Mr. Culkins was formerly executive secretary of the Cincinnati Chamber of Commerce for a number of years and is a man of engaging personality and an excellent speaker. He was chosen as Supervisor of Street Railways under the Service-at-Cost plan through the pressure exerted by the civic bodies of Cincinnati in 1918. The franchise of the Cincinnati Traction Company was amended to include the Service at Cost plan with a supervisor, appointed by the city, in charge of the service.

When the Committee on Investigation in Other Cities of the Committee of One Hundred visited Cincinnati they found the public more than satisfied with the street car service, and although fares had been advanced about forty per cent, no complaint had been made by the traveling public.

The importance of the traffic problem in cities has never been as manifest as it is today. Throughout the entire nation various civic bodies are studying traction problems in an endeavor to find some solution

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PRESIDENT WILSON AT CONVENTION HALL.

The reception given President Woodrow Wilson in Convention Hall Saturday morning was attended by one of the largest crowds that ever gathered in the great auditorium. It was an occasion which will long be remembered by every man, woman and child in that great audience, which it has been estimated numbered more than eighteen thousand people. Every seat in the great arena, in the balconies and on the stage was filled. In addition there were several thousand who filled the sides of the hall, and the aisles were filled almost to the center of the auditorium.

As the President stepped inside the door at the north end of the hall and started down the aisle to the speakers' platform, accompanied by President B. A. Parsons, he was greeted with an ovation which lasted for several minutes.

The address was confined to the League of Nations. Various phases of the treaty were discussed in a broad way, the President declaring that the treaty must be considered as a whole, that it could not be fairly considered by taking up minor parts without considering their relation to the whole. The purposes back of the treaty, how it incorporates the ideals of the American Nation, how it will prevent wars, how it will give to every people the right of self-determination, and how it will insure government by majorities to all the world were all discussed during the course of his address.

The arrangements for the reception of the presidential party from the time of the arrival of the train at the Union Station until its departure were perfect. They had been worked out in such detail that there was not a single delay or untoward happening to mar in any way the smoothness of the arrangements.

All of the arrangements for the President's visit were placed in the hands of the Chamber, this being the policy followed in the various cities in which he is to speak. They were placed in the hands of the Chambers' entertainment committee, of which W. A. Osgood is the chairman. Mr. E. M. Clendenning, Assistant to the President was in direct charge.

The President and Mrs. Wilson were met at the train at nine o'clock by a Special Committee consisting of Mr. W. A. Osgood, Chairman; President B. A. Parsons, Mayor James Cowgill, O. H. Dean, Dr. Burris A. Jenkins, W. B. Burris, F. C. Marqua, W. T. Kemper, W. S. McClucas, F. D. Crabbs, F. C. Mitchell, and E. M. Harber. Mrs. Wil-

REGULAR WEDNESDAY NOON LUNCHEONS RESUMED.

The regular Wednesday noon luncheons were resumed in the Francis I Room, Baltimore Hotel, last Wednesday with the Y. M. D. "Sur-prize Luncheon."

It was given over to the Good Fellowship Tour, which starts Thursday morning, and all of the plans in connection with that tour were thoroughly explained.

The first regular bi-weekly luncheon of the Chamber will be held tomorrow noon at which Mr. W. C. Culkins, Superintendent of Street Railways, Cincinnati, will be the speaker, his topic being "Service-at-Cost."

The luncheon on September 17th will be given over to a discussion of Automatic Telephone Equipment for Kansas City, in connection with the merger of the two Companies. An automatic switchboard will be installed with 'phones on each table for an actual demonstration.

The luncheon on September the 24th will be in charge of the Transportation Department, with Mr. E. V. Conwell, of the American Railway Express Company, New York City, as the speaker on the topic of "Better Service."

These luncheons are for the membership, and every member should make an effort to attend.

son was presented with a corsage bouquet of orchids, with the compliments of the Chamber.

The party left the station immediately in ten cars, for a short trip over the downtown business section, the original plans for a trip over the boulevards having been abandoned, due to the limited time available, and the desire of the President to conserve his energy for the address. With the President and Mrs. Wilson were President Parsons, Mayor Cowgill and W. T. Kemper. The remainder of the cars carried the President's party, newspaper men, and members of the station committee. Immense throngs lined the streets traversed by the party, all eagerly awaiting a chance to see the President and Mrs. Wilson.

Immediately upon arrival at Convention Hall a short reception was tendered the President, with Mr. W. T. Kemper in charge. At the same time Mrs. Wilson was given a short reception by the Ladies' Reception Committee, in charge of Mr. E. M. Clendenning.

Seated on the platform with the President were members of the Board of Directors,

(Continued on Page 631.)

SOIL-PRODUCTS EXPOSITION.

Kansas City will be host September 24 to October 4 to visitors to the Fourteenth International Soil-Products Exposition, and delegates to the International Farm Congress, the dates of which are September 25, 26 and 27. The exposition will be housed in Convention Hall and a huge temporary annex now being erected, and the sessions of the congress will be held in the hall.

Brought here last year at the invitation of the Chamber, the exposition was prevented from opening by the "flu" ban, which was announced only a few minutes before exposition doors opened. Due to the efforts of the Chamber, the board of governors voted to show in Kansas City again this year.

Government, state, county, agricultural college and individual exhibits will be entered in class competitions for trophies and cash prizes. For the best half-bushel of wheat, prizes are offered which, if the wheat is entered in a number of classes, will bring the winning exhibitor \$1,020. Proportionate prizes are offered in other agricultural and horticultural lines.

Many Kansas City firms have applied for industrial space, with the result that the big hall and the annex probably will be filled to capacity when the doors open.

An advance ticket sale is to begin September 8. The regular admission price will be 50 cents, but four tickets will be offered for \$1 to those who buy during the week of September 8. Industrial firms may purchase tickets, with their compliments printed thereon, in blocks of 100 at \$25 a hundred.

The committee from the Chamber operating with the exposition management is composed of George H. Bunting, chairman; James Ketner, vice-chairman; Franklin D. Crabbs, P. J. Kealy, S. J. Whitmore, Frank C. Marqua and D. I. Hunt.

George Albert Smith of Salt Lake City, Utah, is president of the congress, and W.

GAS COMMITTEE MEETS.

The Gas Committee met Tuesday, September 2, and took up the problem of a permanent gas supply for Kansas City. The new committee is continuing the work of last year's gas committee which made a report that was adopted by the Chamber by referendum vote. No attempt was made to put into operation the plan suggested by the Committee and the matter has been in abeyance for some time.

At Tuesday's meeting the Gas Committee was fortunate in having Mr. Henry L. Doherty present. The plan recommended by the previous committee of a "three-way" charge was thoroughly discussed. The "three-way" charge is considered the scientific plan of rate-making for public service corporations. It consists of a direct service charge, a charge known as the demand charge or readiness-to-serve charge, which is based on the maximum demand which a customer can make of the public service corporation for a given period, and the charge for the commodity furnished. The theory of the plan is that the first charge, or customers' charge, shall be of sufficient size to cover the cost to the company of handling the business for the consumer, such as bookkeeping, meter reading, inspection, etc. The second part, or demand charge, is based on the proportionate part of the investment in plant and supply service made necessary by the requirements of the consumer. The third part of the charge is for the actual commodity and is based on the cost to produce plus a nominal profit.

I. Drummond, Enid, Oklahoma, is chairman of the board of governors and managing director of the exposition. On the board of governors are Dr. H. J. Waters of the Chamber; J. B. Case, of the Farmers' Loan and Trust Company, and Jewell Mayes, secretary of the Missouri State Board of Agriculture.

Have you made your subscription to the Heart of America Poultry Show, Kansas City's own, and regarded by poultry breeders throughout the land as the greatest poultry show in America? The Chamber is assisting the promoters to make this show a big, permanent institution, which it is expected can be made self-supporting. The remarkable growth this show has made in the two years of its existence justifies this confidence. The special poultry show committee of the Chamber of Commerce has gone into this matter thoroughly and this is its verdict. Mail your subscription to the committee or to W. S. McLucas, Treasurer, in care of the Chamber.

H. J. Waters, Chairman
J. C. Swift

F. J. Bannister
Frank Witherspoon
J. S. Adsit

J. N. Daniels
Asa E. Ramsey

STREET CAR CONDITIONS IN OTHER CITIES.

The sub-committee of the Committee on Investigation in Other Cities of the Committee of One Hundred, appointed by the Chamber to investigate street railways conditions, made a tentative report before a joint meeting of the Executive Committee, Service and Fares Committee, and Economics and Efficiency Committee last Thursday. Every phase of the operation of street railways was touched on. The character of the service and equipment in other cities was discussed, and the fact developed that the equipment in Kansas City compared favorably with that in any other city of the country. The principal point of interest, however, was the explanation of the service-at-cost plan which was originally adopted in Cleveland, Ohio, ten years ago and has since been adopted by Cincinnati, Ohio, Boston, Massachusetts, and Montreal in the Province of Quebec, Canada. The latest franchise of this character is the one under which the Tramways Company in Montreal is now operating. This franchise was adopted by the people of Montreal, accepted by the Tramways Company and ratified by the Legislature of the Province. Under this contract the operation of street railways is left entirely to the Tramways Company as an operating problem. The service conditions, the rolling stock, the routings, extensions, the class of equipment and questions of like character are questions which a commission decides.

The Montreal contract provides for a commission appointed by the legislature of the Province consisting of five men who are appointed for a period of ten years, or during good behavior. They can be removed for misconduct, but only after trial by a court which corresponds to our Circuit Court. The present commission consists of an engineer, a former circuit judge, analytical accountant, a capitalist and a representative of union labor. The salaries of this commission are \$10,000 per annum each, which, with the expenses of their offices, including engineer cost, clerical hire, legal advice, etc., is all paid by the Tramways Company, and included in operating expenses.

Under the Service-at-Cost plan the first charge against the revenue of the company is the cost of operation plus taxes. The second charge is the cost of removals and betterments. The third charge is interest on the investment at the rate of 6 per cent. The fourth charge is the payment of license fees to the city. The fifth charge is a charge for depreciation and a reserve not

FIRST RETURN ON "DO YOU KNOW" PAMPHLET.

The first actual inquiry following the mailing of the 65,000 "Do You Know" pamphlets last week has been brought to our attention by Mr. Walter H. Negbaur of Negbaur and Sons. It was in the form of a request from a general merchandise store, for a catalog of rugs and carpets, and mentions that their name had been taken from a "Do You Know" pamphlet.

This is evidence that the pamphlet is being read and that some actual returns can be looked for. It was good advertising for the Wholesalers.

to exceed 1 per cent of the total receipts for extensions and betterments. After these items have been deducted from the total receipts, should there be a surplus remaining, it is divided as follows: Fifty per cent goes to the general interest fund and is used to decrease fares; 30 per cent to the city, and may be used at the offices of the city officials either for the decreasing of fares or may be withdrawn in cash and expended as the city sees fit. The remaining 20 per cent is paid to the company. By reason of the division of any surplus earnings in the manner described, the company is given an incentive for economical operation.

At the beginning of the fiscal year the commission fixes a budget and the Tramways Company is limited to the budget. This is not an arbitrary sum of money set aside but is an allowance of a fixed sum per car mile for operating costs. Hence the company is not hampered when the commission orders an increased service.

In all cities where the Service-at-Cost plan is in operation the fare is determined by the rise and fall of an arbitrary fund fixed in the contract. In Montreal, for example, this fund is \$500,000. When the increment increases this fund \$200,000 or more, or in other words, when this fund reaches \$700,000, fares are automatically reduced, and should the fund fall to \$300,000 or below, fares are automatically increased.

In most of the Service-at-Cost franchises the basic fare is 5 cents and the fare rises and falls from this basic figure. In each instance where Service-at-Cost franchise has been adopted a valuation of property has first been made and an agreement reached of the amount of capital on which an interest charge would be allowed.

In addition to reporting the statistical

(Continued on Page 633.)

GOOD FELLOWSHIP TOUR.

"I never saw such good roads for a Good Fellowship Tour as the roads over which the route is laid for the forthcoming Good Fellowship Motor Tour," said A. J. Brechtel, Division Sales Manager, Studebaker Corporation, and official pathfinder for the September tour. Mr. Brechtel was pathfinder for the Log Makers and also for the Advance Arrangements Committee which made the trip a second time to see that all arrangements were complete for the comfort and convenience of the tourists.

The route is laid out through one of the most picturesque parts of the state and the people at the points visited are all very enthusiastic over the forthcoming trip and are particularly pleased that the trippers are bringing their wives with them.

At the night stops at Fort Scott and Joplin, special amusement features have been provided which, in addition to the entertainment carried by the tourists themselves, will provide evenings of unusual and interesting pleasure.

The distance between stops is not great, so that it will be easy on the drivers and more comfortable and pleasant for the tourists themselves. The roads are very good and, as we always have cool weather at this season of the year, everyone is looking forward to a most enjoyable tour.

The Souvenir Committee reports a large volume of souvenirs which are being given by various manufacturers and wholesalers of the Chamber of Commerce. Many of these are provided in large enough quantities so that every lady will receive several free souvenirs, and in addition, special souvenirs will be drawn for at the night stops.

The Ticket Committee reports large advance sales; in fact, the latest report shows that there are only a few coupon books left. Twenty dollars for a three-day tour, including transportation, hotel accommodations and all of the other necessary expenses is a very low price indeed for such a complete and enjoyable trip, and members of the Chamber are rapidly taking advantage of the opportunity thus afforded for a most enjoyable three-day vacation with an especially fine group of people.

As long as the coupon books last Mr. Quivey of the Chamber of Commerce will be able to supply those who have not purchased their books; but from reports coming in at this writing, the coupon books cannot last much longer, as only 150 passengers can be taken on the tour. So it will be advisable to get in touch with Mr. Quivey at once, Main 119, and he will see

(Continued on Page 634.)

TRADE DIRECTORY ADVERTISING.

Here is a partial list of Kansas City firms who have already placed contracts for advertising space in the new Trade Directory.

Many of these have taken full pages, some half pages, and others quarter pages.

The Butler Manufacturing Company.
 Ridenour-Baker Grocery Company.
 Kansas City Structural Steel Company.
 Union Bank Note Company.
 H. D. Lee Mercantile Company.
 Peet Bros. Mfg. Co.
 American Sash and Door Company.
 Long-Bell Lumber Company.
 Forrester-Nace Box Company.
 Smith-Grievies Typesetting Company.
 Hooven and Allison Company.
 Admiral Hay Press Company.
 Abernathy Furniture Company.
 The Faeth Iron Company.
 Martin Manufacturing Company.
 Holland Engraving Company.
 Lechtman Printing Company.
 Ferry-Hanly Advertising Company.
 Potts-Turnbull Advertising Company.
 Inter-State Bindery Company.
 Empire Cap Manufacturing Company.
 Frankel, Frank & Co.
 Gille Manufacturing Company.
 Seidlitz Varnish Company.
 O'Malley-Cooper Cigar Company.
 H. R. Jackson, K. C. Showcase Works.
 Rahe Auto & Tractor School.
 Teachenor-Bartberger Engraving Co.
 Peoples Storage & Transfer Company.
 Sweeney Auto School.
 Pittsburgh Plate Glass Company.
 Squire Electric Company.
 Metzner Stove Repair Company.
 K. C. Hay Press Company.
 Auto-Fedan Hay Press Company.
 The Fishback Company.
 K. C. Fibre Box Company.
 Burd & Fletcher Printing Company.
 Cook Paint & Varnish Company.
 Pugh Foundry Company.
 National Paper Box Company.
 C. A. Murdock Manufacturing Company.
 Harry S. Earhart Motor Company.
 Lisle Plate Glass Company.
 Cutino Drug & Sundry Company.
 Weber Engine Company.
 Security Stove Company.
 Artercraft Broom Company.
 Huntzinger Advertising Company.
 Missouri-Interstate Paper Company.
 Bliss Syrup Refining Company.
 Fitwell Artificial Limb Company.
 The E. H. Wright Co., Ltd.
 Redheffer Envelope Company.

(Continued on Page 634)

Visiting Kansas City's Industries



The Gille Manufacturing Company.

The above cut shows the plant occupied by the Gille Manufacturing Company, located at 1429 West 9th Street, which firm manufactures tin, fibre and paper cans and metal products.

The building is nine stories high with basement and is said to contain 110,000 square feet floor space. They employ two hundred people.

According to officers of the firm, it is one of the oldest establishments manufacturing this line of goods in Kansas City, being established in 1899, and is the only firm in the West that makes paper cans, stove pipe and stove pipe elbows.

The products of this firm are distributed in Missouri, Kansas, Oklahoma, Arkansas, Texas, New Mexico, Arizona, Colorado, Idaho, Montana, Wyoming and North and South Dakota, under the trade-mark "Gille, K. C."

GOVERNMENT PROPOSAL FOR NORTH PLATTE PROJECT.

The Industrial Department is in receipt of proposal, specifications and drawings for the North Platte Project, Nebraska-Wyoming, Pathfinder Dam. Sealed proposals will be received at the office of the United States Reclamation Service, Denver, Colorado, until 2 o'clock p. m., October 1, 1919, for furnishing balanced needle valves, high pressure emergency gates, and sluice gates for the North Tunnel of the Pathfinder Dam, North Platte Project, Nebraska-Wyoming.

Members interested may see copy of drawing and specifications by calling at the Industrial Department of the Chamber or addressing the United States Reclamation Service, Washington, D. C., or Denver, Colorado.

COMMITTEE OF ONE HUNDRED VERY ACTIVE.

The Executive Committee of the Committee of One Hundred appointed to investigate the Street Railways situation in Kansas City, is preparing to wind up the work of the sub-committees preparatory to formulating a final report to the General Committee. The chairmen of the various sub-committees have been notified to present reports not later than September 15. Most of the sub-committees met during the past week to consider some further phase of the problem assigned to them for consideration. Much progress has been made and the chairmen of the various sub-committees are confident reports in full can be made not later than the 15th. Two or three of the sub-committees have started the actual work of writing their reports.

Y. M. D. LUNCHEON.

The Y. M. D. "Sur-prize" Luncheon last Wednesday was for the purpose of promoting the forthcoming Good Fellowship Tour to Joplin and return. The wives and lady friends of Y. M. D. members had been invited to the luncheon and there was a most gratifying response on the part of the ladies, who seemed to enjoy the stunts and surprises prepared by the committee for the luncheon guests.

A hint as to the joys of the forthcoming trip was given the luncheon guests when Mr. Ray Havens and Mrs. William F. Thompson, each wearing a linen cap and duster such as will be presented to those participating in the trip, journeyed around the Francis I room from table to table on which were placards bearing the names of the towns to be visited.

A number of lantern slides were shown which were reproduced from photographs taken by the pathfinders on their recent trip over the route.

A feature of the entertainment provided at the luncheon was a "mixer stunt," which resulted in Mrs. C. R. Mathews being awarded the prize, the prize being a coupon book good for the entire Good Fellowship Tour.

Short talks were made by Miner D. Woodling, manager of the forthcoming tour; Harry Frazer, chairman of the Trade Extension Committee, and others. The principal speaker, who had been announced as the "Mysterious Stranger," was Mr. Ross Burns, publisher of The Joplin Globe, who came from Joplin for the purpose of telling the Y. M. D. luncheon guests that his city was anticipating with a great deal of pleasure the forthcoming visit there of the auto trippers from Kansas City. Mr. Burns made a most pleasing presentation of the matter and inspired many of the luncheon guests with a desire to make the trip.

Music was furnished by Eddie Kuhn's Jazz Orchestra, which organization will also furnish the music on the Good Fellowship Tour.

WHO MAKES AUTOMOBILE PARTS?

From the Manufacturers' Sales Company, 2607 Gillham Road, comes a request for information as to manufacturers in Kansas City of automobile pistons, piston rings, piston pins, valves, bushings or any other automobile parts of such a nature. They are just starting in business and prefer to handle parts made in Kansas City rather than from foreign territory.

AGRICULTURAL PAMPHLET.

The Agricultural Department of the Chamber of Commerce is issuing a "Do You Know" booklet, which contains a recapitulation of the "Do You Know" articles originated by the Kansas City Star. This booklet will differ from that recently issued by the Chamber in that it will be adapted to the use of the Agricultural Department purely and carries several interesting and new "Do You Know" items, such as the following:

DO YOU KNOW

Kansas City is the home of

The Kansas City Weekly Star, the farmers' newspaper of the Great Southwest?

The American Hereford Journal, the only publication in the world devoted exclusively to the interest of this great breed of beef cattle?

The Southwestern Jersey Cattle Breeders Association?

The National Tractor Show, the only tractor exhibition at which all tractor manufacturers exhibit annually?

The Poland China Journal, the leading swine magazine of the world read and patronized wherever Poland Chinas are grown?

The Heart of America Poultry Show, the great quality show held annually during Thanksgiving week?

The American Royal Live Stock Show, second only to the International Live Stock Show in the exhibition of fat stock?

The Drovers' Telegram, the greatest news sheet in this country devoted exclusively to the live stock industry?

The International Farm Congress and Soil Products Exposition, the greatest agricultural show of its kind in the world?

The Farmer and Stockman, one of the foremost farm papers of the country which also finds its way into every English speaking nation?

The American Hereford Record Association, with a large new office building devoted entirely to the work of the Association.

Poultry Culture, one of the foremost publications in the country devoted exclusively to the poultry industry?

The American Breeder, the only paper published in America devoted exclusively to the question of the breeding of horses?

The American Poultry School, the largest poultry correspondence school in the world with an enrollment of over 15,000 students enrolled from every state in the Union and from 17 foreign countries?

The Agricultural Department will very probably issue later a "Do You Know" pamphlet regarding the agriculture of Missouri, Kansas, Oklahoma, Texas, Nebraska and other states comprising the Kansas City trade territory, a recapitulation of the articles now appearing in the Kansas City Weekly Star.

NEW CONCERNS FOR JUNE AND JULY.

Here is a list of new concerns which started in business in Kansas City during the months of June and July.

UNION BRICK COMPANY, 820 Commerce Bldg., wholesale, retail and manufacturing with plant office at Iola, Kansas. Capitalization \$125,000. Territory covered Kansas, Oklahoma, Nebraska, Iowa, Missouri and New Mexico.

FULLER BRUSH COMPANY, 1112 McGee Street, distributing plant for Hartford, Conn. Company, covering entire territory west of Mississippi River.

HASTINGS MERCHANDISE SERVICE, 566 Sheidley Building. Selling service for retail stores.

ROBERT B. CANNON SALES CO., 1424 Walnut Street, exclusive auto accessories. Capitalization, \$30,000. Local Company covering Kansas, Missouri and Oklahoma.

LET LIVE MERCANTILE CO., 1323 Main Street, wholesale and retail business with capital of \$5,000.

CLEVELAND-STANDARD TIRE & RUBBER CO., 1907 Grand Ave., wholesale and retail distributors of Automobile Tires in Kansas and western half of Missouri.

K-NATURALS MANUFACTURING CO., 533-535 Delaware, manufacturers of health food products. Local Company capitalized at \$50,000.

CENTURY ELECTRIC COMPANY, 512 Grand Avenue Temple. Branch distributing house for Century motors.

THE ELECTRIC CLIPPER COMPANY, 537 Grand Avenue. Manufacturers and jobbers of Electric Hair Clippers and Vibrators. Capitalized at \$100,000. Marketing throughout the country.

MID-WEST FISHERIES ASSOCIATION, 1656 Washington Street, wholesale and retail oysters and fish. Local company capitalized at \$200,000. also operates cold storage plant and ice manufacturing plant; distributing throughout western Missouri, southern Iowa and Nebraska, Kansas, Oklahoma, Texas, New Mexico and Colorado.

VICTORY SALES COMPANY, 121 East 18th Street, retail tires and tubes.

THE D. & G. COMPANY, 1506 McGee Street, wholesale and retail Automobile Accessories, distributing throughout Missouri, Kansas, Oklahoma, Texas, Iowa, Nebraska, Arkansas and Colorado.

THE VALENTINE GEPHART CO., 222 Lathrop Bldg., aeronautical equipment.

LYONS & CONLAN MOTOR CO., 3113 Gillham Road, local company capitalized at \$20,000 for retail distribution of pleasure cars and trucks.

MANUFACTURERS' SALES CO., 411 East 15th Street, wholesale distributors of Automobile parts in Kansas, Oklahoma, Colorado, Nebraska, Texas, New Mexico and Utah.

THE HAWKEYE TIRE & RUBBER COMPANY, 1014 Oak Street, wholesale distributors of Tires and Tubes in Missouri, Kansas and Arkansas.

CONTINENTAL LUMBER COMPANY, 723 New York Life Building, wholesale distributors of yellow pine lumber in Missouri, Kansas and Oklahoma, local company with \$25,000 invested.

WOLF AUTO SUPPLY COMPANY, 1728 Grand Avenue, retail distributors of tires and auto supplies.

POSTAL EFFICIENCY COMMITTEE MEETS.

Judging from the number of complaints as to the present postal service in Kansas City and suggestions whereby the service may be improved as considered by the Postal Efficiency Committee at its meeting last Tuesday, there is not much complaint against the service in Kansas City.

In response to a thousand letters sent out by the committee a short time ago to prominent business houses asking them to report to the committee any complaints or suggestions they might have regarding the service, possibly not more than a dozen complaints were received. These were for the most part of an individual nature. Practically the only general complaint made was on service from Chicago to Kansas City which, in many instances, is now a two-day service, where formerly only one day was required.

Final report to be made to the Chamber of Commerce of the United States, which organization, along with local organizations, is working in co-operation with the Postal Department in an effort to improve conditions, will not be made until the next meeting of the committee. In the meantime, some special investigations are being conducted by the committee.

Any member who has a complaint or suggestion to offer should send them to the Postal Efficiency Committee, in care of the Chamber office.

MOTOR BATTERY EXCHANGE, 1820-22 McGee Street, local company capitalized \$25,000 for wholesale and retail distribution of batteries and electrical equipment.

INTERSTATE CHEMICAL COMPANY, Room 1, Reliance Bldg., wholesale and retail distributors of disinfectants, liquid soaps, and chemical specialties.

HART-LUSTIG MANUFACTURING CO., 17th and Main Street, local company capitalized at \$31,000, manufacturing and distributing auto tops and seat covers.

PRESIDENT WILSON. (Continued from Page 625.)

City Officials and members of the Auxiliary Reception Committee. Immediately following the address the President left for Des Moines where he spoke on Saturday evening.

Full credit for the excellence of the arrangements is due Mr. Clendenen, Mr. Os-good and Mr. Kemper, and the members of the entertainment and auxiliary reception committees. From start to finish every step in the arrangements moved according to the schedule.

INTERNATIONAL FARM CONGRESS.

The United States Bulletin, published at Washington under date of August 25, contains the following article of interest to Kansas Citians:

"The Department of State has extended to foreign governments an invitation to appoint delegates of representatives to the International Farm Congress at Kansas City, Mo., September 25, 26, and 27, next. This invitation is given in pursuance of a provision of the Agricultural Appropriation Act approved July 24. While it is extended by the authority of Congress, the International Farm Congress will not be under Government auspices and all arrangements consequently will have to be made by the governments that participate, so far as their delegates or representatives are concerned.

"At the International Farm Congress there will be discussed farming methods and apparatus for tilling, planting and harvesting, the care of orchards, the raising of cattle and live stock, distribution and market, and other subjects looking to better facilities and results to the farmer.

"In connection with the International Farm Congress there will be held the International Soil Products Exposition, which will include agricultural and other exhibits of the nature heretofore shown at this Exposition."

The Agricultural Department of the Chamber is working in close co-operation with the management of the Farm Congress and Soil Products Exposition to make it the most successful event of its kind ever held in this country.

SERVICE-AT-COST LUNCHEON.

(Continued from Page 624.)

of this vexatious question. In cities where the Service-at-Cost plan is in vogue the problem seems to have been settled.

In order that full first-hand information might be afforded the public of Kansas City the Committee of One Hundred invited Mr. Culkins to address the Chamber of Commerce at a regular luncheon. After the luncheon the doors will be thrown open to those who find it impossible to attend the luncheon. The general public is invited.

Lunch will be served promptly at 12:15. Speaking at 1:00 p. m. Tickets one dollar. If you are really interested in the problem of the street railways you will not miss this opportunity.

EMPLOYMENT MANAGERS' COUNCIL.

The first regular meeting of the Employment Managers' Council, last Wednesday afternoon, brought out a goodly representation of the employment men and women from Kansas City's manufacturing and mercantile concerns.

Mr. Martin, Employment Manager of the Ford Motor Company, who was to have spoken on "How to Reduce Labor Turn-over," unfortunately was not able to be present. A general discussion was held, however, which proved of considerable interest. Mr. Martin will in all probability speak at the next meeting. If not, the officers of the Council have promised a good speaker and a lively meeting.

Memberships are coming in rapidly and present indications are that the Council will soon have a large membership.

Officers of the Council wish it to be emphasized that the employment people from wholesale and retail establishments are invited to become members as well as from the industrial plants and will find the meetings of interest.

CITY PLANNING.

A hearing was held at the City Hall, on Tuesday, August 26th, on the proposed City Planning Ordinance. The Council Committee having this in charge, heard representatives of several civic organizations, and several individuals, tell why they believed that Kansas City should have a city planning commission.

The Chamber of Commerce was represented at the meeting by Mr. J. C. Nichols, Chairman of the City Planning Committee of the Department of Civics.

This is a matter that the Chamber of Commerce has been interested in for a long time, and it is hoped that some results will come from this effort.

INDUSTRIAL OPPORTUNITY.

Stellman & Company, Hamburg, exporters and importers, are desirous of again making connections with American firms to represent them in that country.

Who Will Make Phonograph Cabinets?

An Eastern concern advises the Industrial Department that they are in the market for one hundred thousand Phonograph Cabinets. Is there a manufacturer in Kansas City interested in such a proposition? If so, communicate with the Industrial Commissioner.

POSITION WANTED BY HIGH GRADE EXECUTIVE.

The Chamber of Commerce is in touch with an Eastern party desirous of locating in Kansas City in a position of an executive nature. Has had publicity and advertising experience and fitted for a position where he will be brought into contact with customer or consumer as well as employees; where the harmonizing of the interests of the public with those of the company will be in the line of intrinsic value.

Full details can be secured by any one interested, through the Chamber of Commerce office.

STREET CAR CONDITIONS.

(Continued from Page 627.)

side of the facts developed during the investigation in other cities, the committee also reported on the intangible things, such as public sentiment in the various communities visited toward the railways company and the great interest manifested by public officials, street railway officials and business men generally. As an example of the widespread interest, the committee reported the interview of Mr. Lewis Nixon, City Commissioner for Street Railways in New York City. Mr. Nixon had been up the night before the committee met him for the entire night effecting a settlement between the strikers and the Traction Company of New York City. When the committee called at his office they found it crowded, but on statement of the mission of the committee, Mr. Nixon immediately cleared his office and spent about two hours in a discussion of the street railways problem generally. The committee found it difficult to get away from Mr. Nixon's office because of his insistence that they give more time to the study of the problem through him.

At the Tri-City, Davenport, Rock Island and Moline, the President of the Traction Company, the President of the Greater Davenport Club and the Mayor, the City Attorney, and President and Secretary of the Davenport Commercial Club, spent over six hours with the committee in explaining the problems that existed in the Tri-city and asking for such information as the committee has been able to glean from its experiences in other cities. These two cases have been cited merely as examples because they are indicative of the receptions accorded the committee in every city visited.

At the conclusion of the meeting the committee was instructed to prepare a written report to be sent to each member of the Committee of One Hundred.

Advance Ticket Sale

To Kansas City Business Firms:

Do you wish to extend an unusual courtesy to your customers or friends who may be in Kansas City during the coming International Soil-Products Exposition?

Would you like to give your employees a genuine treat—one that will be genuinely appreciated—at a slight expense?

If so, take advantage of the advance sale of tickets, at half price, this week.

Special Tickets

with your Name and
compliments printed
thereon.

Regular admission will be fifty cents. You can buy these special advance-sale tickets, in lots of twenty-five or more, at 25 cents each. If you buy 100 or more, your name and compliments will be printed thereon.

Do not wait for a solicitor to call. The city cannot be fully canvassed. Dictate a letter right now, ordering the number you wish, or telephone Bell Main 4300, and ask for Mr. Brewer.

The International Farm Congress,

Suite 737, New York Life Bldg.

WANT TRACTORS TO EXPORT.

As a result of the "Do You Know" advertisements to the effect that Kansas City is the largest distributing point for farm tractors and agricultural implements, the Industrial Department has an inquiry from the Machold Agency (Exporters and Importers), Philadelphia, Pa., requesting to be put in touch with concerns desiring to export tractors and agricultural implements. They request catalogs and price lists, and terms are cash against ocean bill of lading.

SEPTEMBER CONVENTIONS.

Here is a list of Conventions scheduled to be held in Kansas City during the current month:

National Coffee Importers and Grocers
September 1-5.
Annual State Sunday School Convention,
September 18-21.
General Assembly, First Nazarene Church,
September 25-October 5.
International Farm Congress, Sept. 25-27.
International Soil Products Exposition,
September 24-October 4.
Second Annual Flower Gardeners' Association,
September 27.
Missouri Valley Public Health Association,
September 28-29.

GOOD FELLOWSHIP TOUR.

(Continued from Page 628.)

that you get your coupon book at once. The coupon books are twenty dollars each, and each passenger must have a book.

On this tour there will be the largest number of ladies who have ever participated in one of the Good Fellowship tours and, in view of the special preparations which have been made for their comfort and convenience, the ladies are all looking forward to a most enjoyable tour. Members are urged to take their wives with them.

THE NOISELESS TYPEWRITER

Save your nerves and those of your employees; increase the efficiency of your office force; and dignify your whole business by the installation of

THE NOISELESS TYPEWRITER DIST. CO.
Manhattan Bldg. Kansas City, Mo.
Telephones Main 4422.

SCHOOLEY
Lithographers

Both Phones Main 510

ANOTHER EMPIRE BRANCH LOCATED.

With the location of a branch office of the Empire Refineries, Inc., the refining division of the Empire Gas and Fuel Company in Kansas City last week, Kansas City progressed one more step in its importance as a distributing point for petroleum products.

The territory which will be covered by this branch will include Kansas, Missouri, Nebraska and Iowa.

Mr. Howard M. Rose of Tulsa, Oklahoma, will be in charge of the office, and it is said that Kansas City was chosen over St. Louis because of its better location.

INDUSTRIAL OPPORTUNITY.

Mr. W. D. Fletcher, Boise, Idaho, would like to make connection with local firms dealing in coffee, canned goods, smoked meats and meat products to represent them in Idaho.

Any members interested, kindly communicate with him.

TRADE DIRECTORY ADVERTISING.

(Continued from Page 628.)

Sexton Hotel.
Hotel Savoy Company.
Coates Hotel Company.
Whitmore Hotel Company.
McElwain-Barton Shoe Company.
Burnham-Munger-Root Dry Goods Co.
Richards and Conover Hardware Co.
Turner Machine and Mfg. Company.
Baker and Lockwood Mfg. Company.

OIL BURNERS

Advance Oil Burner Company

Manufacturers of and Dealers in

OIL BURNERS FOR ALL PURPOSES

807 East 15th St., (Home Main 6243) Kansas City, Mo.

Western Newspaper Union

Advertising—Stereotypers

Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field

ADVERTISING RATES

on application.

304 W 10th St. Both Phones Main 193

Traffic and Transportation

CUMMINS BILL.

Senator Cummins has introduced his bill for the turning back of the railroads to private control.

The important features of the bill include:

Termination of government control and return of the railroads to private ownership on the last day of the month of enactment.

Establishing the Interstate Commerce Committee with greatly increased powers, as the supreme body over railroad affairs, supervision and control of virtually all railroad affairs, including rates, wages, operation and financing, by the government.

Creation of a new railroad transportation board of five members appointed by the President to supervise railway development and operations, subject to final action of the interstate commerce committee.

Creation of a new committee on wages and working conditions, composed equally of representative employees and employers, with wide authority in settling labor questions, subject to decision of the transportation board and interstate commerce committee.

Prohibiting strikes and lockouts of railroad employees under fine and imprisonment penalties.

Defining a new policy for concentration in ownership and operation of railroads, with federal incorporation, into not less than twenty nor more than thirty-five regional systems.

No guarantee by the government of future railroad income, but limitations made upon revenue to "fair" dividends based on value of properties fixed by the Interstate Commerce Commission.

One of the important features of the bill is the prohibiting of strikes and lockouts, on the ground that the general public has so great an interest in transportation, and transportation is so vitally necessary for the welfare of the country, that the public should not be called upon to suffer, pending outcome of wage, or other disputes.

EXTENSION OF TRANSIT AT KANSAS CITY.

Transit at Kansas City under practically all through rates which are applicable via Kansas City, is authorized by Freight Rate Authority 12810 of August 26, issued by the Railroad Administration, which provides for amendment of transit circulars of the various Kansas City lines, on 1 day's notice.

The Freight Rate Authority provides as follows:

"To amend tariffs of both inbound and outbound lines at Kansas City, Mo.-Kans., to provide for transit covering the merchandising, milling and track reconsignment or diversion of grain, when such transit service is performed within the Kansas City, Mo.-Kans., switching, district on the rails of any line under through rates, between points in Kansas, Southwest Missouri, Oklahoma, Arkansas, Louisiana (west of the Mississippi River), Texas, on the one hand, and points in Missouri, Iowa, Minnesota, including Mississippi River, Peoria, Chicago, St. Paul and points taking same rates and points beyond basing thereon moving via those gateways,

on the other hand; also between Kansas and Oklahoma on the one hand, and points in Nebraska on the other hand, to and from which the Omaha, Lincoln or Sioux City rates operate as maxima, via Kansas City; also to amend tariffs of any and all lines to the extent necessary, providing for the absorption of terminal charges within the Kansas City, Mo.-Kans. switching district, incident to the transit service thereat, only when the traffic is competitive via other routes from points of origin to final destination."

This authority is the result of the subject being docketed by this Department with the Kansas City District Freight Traffic Committee, and when tariffs are properly amended, the cause of many complaints arising in the past, will be obviated.

EXPORT RATES.

Press dispatches announce that the Railroad Administration will put into effect special export rates from middle western points to Southern ports.

The Department of Traffic is investigating the matter to obtain details, as inquiries have already been received from Kansas City shippers.

WESTERN FREIGHT TRAFFIC COMMITTEE.

Rates and Transit on Vegetable Oils, such as Cottonseed, Peanut, Coconut, Soya Bean, Copra and Palm Kernel Oil.

Hearing 10:30 A. M. Thursday, September 11, 1919, room 1909 Transportation Building, Chicago, Ill., to give consideration to the general question of transit privileges and regulations (but not charges) governing vegetable oils and packing requirements, also including various applications submitted by district committees and now pending before the Western Freight Traffic Committee contemplating establishment of rates on vegetable oils from Texas to interstate points on basis of rates in effect on coconut oil with corresponding revision of rates from points in Southwestern territory, including rates from points in Mississippi Valley within the territory of the Western Committee; also related questions of rates on solidified vegetable oils, vegetable oil sediment and foots.

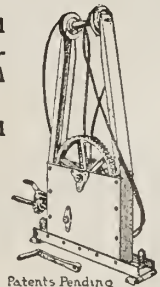
THE LABOR SAVER

Equip your Dump Bed with a Columbian Lighting Hoist and you will save TIME and LABOR.

Write for illustrated folder "80."

**COLUMBIAN
STEEL TANK CO.**

1601-21 West 12th Street.
KANSAS CITY, MO.



TRAFFIC AND TRANSPORTATION.

(Continued from Page 635.)

CAR SHORTAGE.

The car situation is acute. The Southwestern lines are turning over large numbers of empty cars to the Northern lines out of Kansas City for movement to Minneapolis to move the Northwestern grain crop, while the Southwest is short of equipment. This is not right. The Southwest should not be robbed to provide equipment for the Northwest.

The Frisco Railroad, it is reported, is furnishing no empties for loading at its industries at Kansas City, it being necessary under the orders of the Railroad Administration to turn over large numbers of empties for movement to the Northwest. The Board of Trade, through the Department of Traffic, has filed protests with the Railroad Administration, and with Senators from Missouri, Kansas and Oklahoma, asking relief.

BRIEF IN MEMPHIS CASE FILED.

The department has completed and filed brief of exceptions to the examiner's tentative report in the Memphis-Southwestern Investigation. The brief is on behalf of the Missouri River cities, Omaha, St. Joseph, Atchison and Kansas City. C. E. Childe, Traffic Manager of the Omaha Chamber of Commerce, collaborated with the transportation commissioner in the work.

This Southwestern Case is one of the largest proceedings ever before the Commission, and is of the utmost importance to the Missouri River.

TRANSPORTATION COMMISSIONER TO LEAGUE MEETING.

The transportation commissioner attended the summer meeting of The National Industrial Traffic League at Pittsburgh, Thursday and Friday of last week, September 4 and 5.

As Vice-President of the League, the transportation commissioner took an active part in the conference.

A number of important subjects were discussed.

MISSISSIPPI RIVER BARGES.

Director General Hines, on August 27, announced that two of the forty 2,000-ton barges for the Railroad Administration, for use on the lower Mississippi river, have been delivered, and are now in commission. The third and fourth will be delivered shortly, before the middle of September, after which date the deliveries will be very frequent.

REDUCED RATES ACCOUNT DROUTH.

The railroad Administration has issued Freight Rate Authority No. 12009, dated August 16, 1919, authorizing the publication on one days notice, of reduced rates on feeds and live-stock to and from drouth stricken territories as follows:

Corn, Cracked Corn, Chopped Feed, Alfalfa Meal and Alfalfa Feed, Carload.

One-half present published tariff rates from points on the U. P. R. R. and St. J. & G. I. R. R. in Nebraska, Kansas and Colorado, in-

cluding Missouri River points reached by those lines; also points on the U. P. R. R. and O. S. R. R. in Wyoming, Utah and Idaho, to points on the U. P. R. R. and O. S. L. R. R. in Wyoming, Utah and Idaho, subject to minimum rates ranging from 20c to 35c.

Hay, including Alfalfa Hay, Carload.

One-half of present published tariff rates from points on the U. P. R. R. and St. J. & G. I. R. R. in Kansas, Colorado and Nebraska; also Missouri River points on those lines to points on the U. P. R. R. in Wyoming; also from points on the U. P. R. R. and O. S. L. R. R. in Wyoming, Utah and Idaho to points on the U. P. R. R. and O. S. L. R. R. in Wyoming, Utah and Idaho, subject to minimum rates ranging from 20c to 25c.

Cotton Seed Cake and Meal, Carload.

The present published tariff rate but not to exceed 60c per 100 pounds from points in Arkansas, Louisiana (on and east of the Mississippi River) Texas and Oklahoma to points on the U. P. R. R. and O. S. L. R. R. in Wyoming, Utah and Idaho; also the same basis from certain California points to the same territory.

Cattle and Sheep, Carload.

A basis of reduced rates is provided to enable stock growers to move such of their stock as is necessary, to other territories for feed and pasture, and to encourage the return to the home pastures when feeding conditions warrant.

MATTERS BEFORE DISTRICT COMMITTEES.**Kansas City Committee.**

Docket 904.—Proposed to establish uniform rules, regulations and charges governing the fabrication in transit of iron and steel articles throughout Western territory and remove discriminations which it is alleged now exists. (Sept. 19.)

Docket 885. Proposed to establish rate 5c per 100 pounds, on crushed stone, C. L., in lieu of present rate 9c from Mildred, Kans., to Kansas City. Similar adjustment to other points. (Sept. 12.)

Docket 886. Proposed to cancel from M., K. & T. tariff 3100-E rates on cement from Kansas City to Arkansas City, Baxter and Silverdale, Kans., rates named in W. F. T. B. tariff 133 to be applied in lieu thereof. (Sept. 12.)

Docket 888. Proposed to establish rate 2c per 100 pounds, minimum weight marked capacity of car subject to minimum charge of \$15.00 per car on brick, C. L., from Diamond, Mo., to Kansas City in lieu of present rate 3c. (Sept. 12.)

Docket 891. Proposed to establish rate 26½c per 100 pounds, minimum 46,000 pounds, on iron or steel pipe, wrought or cast, connections, etc., from Kansas City to Caney, Kansas, and Owen Okla., in lieu of present fifth class rate 36½c. (Sept. 12.)

Docket 893. Proposed to establish from New Mexico and Texas, producing points to Kansas City on honey, strained, C. L., rate \$1.06½ per 100 pounds on honey other than strained \$1.45 per 100 pounds, similar adjustment to St. Louis and Chicago. (Sept. 16.)

Docket 895. Proposed to cancel item 3630 W.

Electric Wiring—Supplies—Machinery—Repairs

DENTON ELECTRICAL SERVICE

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A Shop Equipped to Furnish Anything Electrical

TRAFFIC AND TRANSPORTATION.

(Continued from Page 636.)

F. T. B. Circular 17 which now permits carload shipments of silos to be stopped once in transit to partially unload at a charge of \$5.00 at points in Missouri, Kansas, etc. (Sept. 16.)

Docket 896 Proposed to amend transit rules on vegetable oils to include the privilege of barreling and reshipping the crude oil. (Sept. 16.)

Omaha Committee.

Docket 372. Proposed to establish on envelopes straight carloads or in mixed carloads with other paper articles from Omaha, Neb., to Butte, Billings, Mont., Spokane, Wash., and Salt Lake City, Utah, rate \$1.06½ per 100 pounds, to Denver \$1½c. No change proposed from Kansas City. (Sept. 24.)

Chicago Committee.

Docket 633. Proposed to allow barreling in transit of peanut, soya bean, coconut, cotton seed, copra and palm kernel oil, from Pacific Coast to points in T. C. F. B. tariffs 3-M, 2-N and 30 on same basis as now authorized for refining in transit. (Sept. 17.)

RATES AUTHORIZED.

F. R. A. 11994. Authorizes rate 33c per 100 pounds on glassware, C. L. as described on page 77 S. W. L., 57-A, from Ft. Smith, South Ft. Smith and Van Buren, Ark., to Kansas City. Similar adjustment to other territories.

F. R. A. 12246. Authorizes C. M. & St. P. R. R. to correct item 340 tariff 1300-D naming rates between points on that line and connections in Iowa and Kansas City, to read "Wall Board (Fibreboard, pulp board or strawboard, built up, not decorated, and fibreboard, pulp-board or strawboard wood combined.)"

F. R. A. 12138. Authorizes cancellation of estimated weight of 108 pounds per standard keg on nails throughout western territory. Actual weight to apply.

F. R. A. 12810. Extension of transit at Kansas City. (See article elsewhere in the Kansas Citian.)

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KANSAS CITY,
MO.

Service-at-Cost Luncheon

The regular Bi-Weekly lunches suspended for the summer,
will be resumed

WEDNESDAY, SEPT. 10

when

W. C. CULKINS

Supervisor of the Street Railways
of the City of Cincinnati

will tell how the

Service-at-Cost Plan

has succeeded in that city and
what the public think of it, altho'
the fares have been increased.

Mr. Culkins is a forceful speaker, and every member should make a special effort to hear him. This is a subject of great interest at this time, in view of the investigation now being made of the local situation by the Committee of 100.

Come Early—Bring a Friend!

Francis I Room, Hotel Baltimore

12:15

OCT 7 1919

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF

KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 37

KANSAS CITY, TUESDAY, SEPTEMBER

1919

Committee Service

Y. M. D. Report

Street Railway Service-at-Cost

Automobile Tour

Safety Council

Automobile Thefts

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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EMPLOYMENT MANAGERS' COUNCIL.

Mr. William Pitt, Vice-President, Irving-Pitt Manufacturing Company, has been secured as the speaker for the regular bi-weekly meeting of the Employment Managers' Council to be held in the Chamber of Commerce rooms tomorrow, Wednesday afternoon, at 4 o'clock.

Mr. Pitt's subject will be "The Employment Manager and Welfare Work." Employment men, whether they bear the title of Employment Manager or not, are urged to attend. The Council is for employment men and women of the mercantile concerns as well as manufacturing.

A large number of applications for membership have already been received through the mail and the membership committee is busy gathering up additional ones.

Mr. E. D. Taylor, President, will preside at Wednesday's meeting.

TO WAGE WAR ON AUTOMOBILE THEFTS.

Chairman C. C. Jones, of the Department of Civics, has started a movement, the aim of which is to eliminate automobile stealing in Kansas City.

A meeting of City Officials, Justices of the Peace, Judges, Insurance men and others interested in this matter was held on Thursday, September 11, to discuss the problem and consider means whereby it may be made less serious. When it is considered that the value of automobiles stolen since the first of the year has been over \$1,000,000.00, which is more than the total loss by fire in the same time, the seriousness of the problem becomes apparent.

At the meeting held Thursday, Mr. E. L. Rickards, Manager of the Automobile Protective and Information Bureau, with headquarters in Chicago, was present, and gave information concerning the methods adopted in other cities to eliminate this evil. It is shown by statistics that only three other cities in the Middle West have more automobiles stolen than Kansas City, and these cities are all much larger than Kansas City—Chicago, Detroit and Cleveland.

It was brought out during the meeting that there are several causes for the prevalence of the conditions here. One of the principal ones is that there is an immensely large territory surrounding Kansas City, which makes an ideal market for stolen cars.

In order to solve this problem it was suggested that co-operation of all officials.

(Continued on Page 642.)

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Committee Service

IT IS doubtful whether committee service is the proper heading for this article or whether it should be community service, for the reason that committee service in a chamber of commerce is community service. But the service is the same regardless of the title.

A canvass of the entire membership has just been made to ascertain what every member's preference would be in the line of committee work in the coming year if at all disposed to give some time to chamber of commerce work for Kansas City. The returns so far made have been compiled and disclose an interesting situation. Roughly divided among the six departments of the Chamber the registration has been as follows:

Agricultural.....	115
Civic.....	463
Convention & Publicity.....	119
Industrial.....	261
Traffic.....	137
Y. M. D.....	227
General.....	111
Total.....	1423

To be sure practically all of those who have registered have expressed first, second and third choices, but the classification is none the less indicative of the members' interest in public work.

Analyzed by departments the figures show under Agriculture that the Markets, Transportation and Good Roads committee appeals to the greatest number, 60 having expressed preferences for that. Registration with the other committees in that department is as follows:

Agricultural Industries.....	24
Farm Congress (Advisory).....	14
Education and Publicity.....	10
Farm Labor.....	7

In Civic Affairs the big preference is for City Affairs generally for which 99 volunteer their services. Public

Utilities is next with 87, and 58 for City Planning. Public Welfare follows with 47, being followed in turn by Charities 37, Education 37, Charter 27, County Affairs 26, Fire Prevention 26, Finance 19.

For the Conventions, Publicity and Retail Trade the registration runs: Publicity 56, Conventions 43, Retail 19.

The Industrial Department shows a splendid registration that speaks well for the active interest of Kansas City's representative citizens, as follows: 75 for the Manufacturers' committee, to look after the interests of the industries now here, with 51 registered for the Industrial Committee to bring new industries to Kansas City. The next in popularity is Employment with 46, Wholesalers with 34, Inventions 30. Foreign Trade 25.

The Traffic Department, subdivided into eleven groups, will have the following material to choose from in making up new committees: Manufacturers 27, Traffic Managers 19, Wholesalers 17, Board of Trade and Grain Interests 15, Live Stock 13, Rivers and Harbors 12, Retailers 8, Hay Dealers 5, Produce 7, Lumber 6, Coal Dealers 6.

The Young Men's Department with its four committees registers most heavily for Entertainment, with 76 volunteers. The next in popularity is Trade Extension with 62, then Reception, which is also really a part of the entertainment work, with 50, and last, but not least, 39 volunteers for membership work.

Under General Committees, National Affairs and Legislative are the most popular with the first having 32 volunteers and the latter 34. Eleven volunteer for the House Committee which is the Chamber's finance committee, 11 for the Inter-City Committee, to deal with matters of interest to the two

(Continued on Page 648.)

NEW SAFETY COUNCIL DIRECTOR.

This will introduce Mr. L. J. Smyth, who has just been appointed Director of the Kansas City Division of the National Safety Council. As



such he will be in direct charge of a big Safety Campaign, to include both public and industrial safety, which is just now being inaugurated.

Mr. Smyth is a native Kansas Citian, having served on all of the local newspapers both as a reporter and

in the advertising department. For the last eighteen months he has been connected with the Navy League as Field Secretary, visiting more than two hundred cities and organizing local branches of the League.

Under an arrangement which has just been completed between the Chamber of Commerce and the Local Safety Council the Safety Council will take over the work formerly outlined for the Committee on Safety and Industrial Welfare of the Industrial Department and the Committee on Public Safety of the Civics Department, both of these departments having a representative on the Executive Committee of the Safety Council. The Executive Committee is now being formed. It will include, in addition to the Chamber's representatives, city and county officials, representatives of various industrial and business interests and organizations interested in safety problems.

The Local Council now has sixty members in Greater Kansas City, most of these being the large industrial plants. During the past three years its activities have been largely along industrial lines, the Council formerly holding meetings for foremen with occasional public meetings for employees. Under the direction of Mr. Smyth it is proposed to expand the industrial work, including a supervisors' school for the benefit of the men having direct charge of safety work in plants and commercial institutions. There will also be the regular meetings for foremen for specific problems of mechanical hazards and the securing of co-opera-

SOUVENIR LOG OF AUTOMOBILE TOUR.

An innovation in connection with the Good Fellowship Tour conducted by the Trade Extension Committee last week through Fort Scott, Kas., Joplin, Mo., etc., was the issuance and distribution of a fifty page souvenir log. This was issued in three colors and represents a fine piece of enterprise. Four thousand of these were distributed on the trip and one thousand retained to mail out.

In addition to giving details of the tour, rules for drivers and participants, names of those in charge, details of the itinerary, donors of prizes and the full "log," the program at each of the sixteen main points, map of route and personnel of the Trade Extension Committee, the booklet announces in its introduction that it was published for the express purpose of advertising the activities of the Young Men's Department. This the officers of the Department did in a carefully prepared report covering the work of the year which will end September 30. This report in addition to a general summary gives the details of the work of Entertainment, Membership and Trade Extension Committees. The report appears in full elsewhere in this issue.

The expense of the souvenir log was met by the sale of advertising space.

AUTOMOBILE THEFTS.

(Continued from Page 640.)

business men, automobile dealers, insurance men, commercial organizations and others interested is necessary. More police officers assigned to this particular work, greater severity in the punishment of thieves caught, and stricter enforcement of laws pertaining to automobiles are also necessary, if it is again to become safe to have automobiles and not expect them to be stolen.

Further meetings will be held and definite plans of action outlined.

tion of foremen will be discussed.

The program includes not only the reduction of accidents in industrial plants and street accidents but home education as well, including fire prevention.

The money necessary to conduct the campaign has already been subscribed and it is planned to inaugurate a campaign at once to cover a period of a year.

Mr. D. D. Neville, Works Manager of the Kansas City Bolt and Nut Company, is President of the Local Council.

Service-at-Cost Luncheon

"SO important is the street railway problem that on its solution may depend the destinies of the cities of the country." This statement was made by Mr. W. C. Culkins, Street Railway Director of Cincinnati, at the first regular luncheon of the Chamber of Commerce for the year. As Mr. Parsons said in his introduction, it was most fitting that the first meeting of the year should be devoted to a matter of first importance.

Mr. Culkins is the man who represents the city in the operation of street railways in Cincinnati. Under his jurisdiction come such matters as regulation of service, fares, equipment, extensions, financial operation and budget. Through him the city directs all the activities of the street railways company. Cincinnati has been operating for over a year under the plan generally called the "service-at-cost" plan. Mr. Culkins, as City Director, is in a position to give an intelligent statement of the successes and failures of this plan.

The luncheon was a great success. Nearly 200 members of the Committee of One Hundred, Chamber of Commerce members and guests were present. At the speakers' table were the members of the Executive Committee of the Committee of One Hundred, Directors of the Chamber of Commerce, city officials and street railways officials. Keen interest was evident throughout Mr. Culkins' entire talk, and many questions were asked afterwards.

In beginning his talk, Mr. Culkins paid a tribute to Kansas City, and especially to its parks and boulevard system, which, he said, Cincinnati was endeavoring to copy. He emphasized the great importance of street railways to development of cities. In the past the relations between the city on one hand and the street railways companies on the other was a battle with the company trying to do as little as possible for its nickel and the city trying to make it do as much as possible. The new conception is that the transportation of the people of the city is a function in which the city and the railways company have a mutual interest and co-operation to get the best possible transportation at the least possible cost is to the interest of all.

When Cincinnati adopted the service-at-cost plan, Mr. Culkins said, it did not make a new franchise. Its existing franchise provided that the company should give "necessary service," the company deciding what was necessary service except during the middle of the night, when the city board

of administration decided. There was also a clause in this franchise providing that it might be revised each fifteen years. In 1918 one of these fifteen year periods expired, and the city took advantage of the opportunity to get a better arrangement. At this time prices were abnormal and wages very high. It would have been unfair both to the city and the company to attempt to fix rigid standards in the franchise. It was obvious that elasticity was a desirable element. Mr. Culkins explained how efforts were made to obtain elasticity, and explained how the plan arrived at, the service-at-cost plan, insures this necessary quality. Service-at-cost, he said, means that the fare shall be sufficient to pay the cost of the service, including operation, returns on investment, depreciation, damage claims, etc.

Under the franchise adopted the Cincinnati receipts are distributed as follows in order named:

- a. Operation expenses, including ordinary operation, taxes, damage claims, depreciation and maintenance.
- b. Rentals for leased lines. (A large part of the system is rented by operating company in Cincinnati.)
- c. Payment of reducable debt.
- d. \$415,000 return on investment in addition to rentals. This equals a return of about 5 per cent. No physical valuation was made at the time of the franchise since it was felt that 1918 was a poor year for a valuation.
- e. A franchise tax of \$350,000 a year in lieu of other charges.
- f. Working capital. The amount determined by the city.
- g. Reserve fund.

The franchise fixed a normal reserve fund of \$400,000. Starting with a basic fare of five cents, when the receipts are sufficient to increase the reserve fund to \$650,000 fares are automatically decreased one-half cent. If the fund remains at \$650,000 under the reduced fare, fares are again reduced another one-half cent. On the other hand, if the reserve fund goes down to \$250,000, fares are automatically increased one-half cent. If necessary, a monthly adjustment is made.

When the franchise was adopted there was a deficit of over one million dollars. However, fares were started at five cents. Up to the present time it has been increased to six and one-half cents cash fare or six cents when tickets are purchased.

An exception to the payment of all surplus to the reserve fund was also explained by Mr. Culkins. It has been sometimes stated in criticism of the service-at-cost

(Continued on Page 644.)

EXPORTS AND IMPORTS SHOW INCREASE.

According to figures just made public by the Department of Commerce the total imports for the month of July, amounted to \$344,571,659 as compared with \$241,000,000 in 1918. For the same month the exports amounted to \$570,083,475 as compared to \$507,467,769 in 1918.

There was an excess of exports over imports for the month amounting to \$225,511,816.

SERVICE AT COST.

(Continued from Page 643.)

plan that there is no incentive to efficient operation, since a return is assured the company. This is overcome in the Cincinnati franchise by the provision that when fares are more than six cents, all the surplus goes to the reserve fund, but when the company is able to reduce the fares to six cents, it gets 20 per cent of the surplus, and when it is able to reduce the fares to five and one-half cents, it gets 30 per cent of the surplus, and so on for lower fares. The incentive thus is to reduce fares as much as possible. This provision, however, is also safeguarded in Cincinnati, according to Mr. Culkins, so that the company will not reduce fares at the expense of service. This safeguard consists of the provisions which give the city absolute and final control over the equipment, service, transfers, extensions, schedules, routings, finances and all affairs of the company. Even the company's budget is controlled by the city. The city has the same supervision over the street railways company as it has over municipal water works. This supervision is exercised by the director of street railways. There is a fine spirit of co-operation existing between the city and the company but in case of any dispute the decision of the city director is final. The only appeal from his decisions are in case he has ordered work and then not allowed sufficient money to carry it out. In such case he may issue a supplemental budget if he desires the work done.

According to Mr. Culkins, this plan of street railway operation has all the advantages of municipal ownership without any of its disadvantages. He added that he believed it was a mistake in Cincinnati to have started at the five cent fare because of the large deficit which existed when the franchises went into operation. This caused the reserve fund to be started at minimum and necessitated an immediate increase. In spite of the increased fares the people of

FLOWER GARDENERS' FALL SHOW.

Announcement has just been made by the Amateur Flower Gardeners' Association and the Kansas City Gardeners' Association of a joint fall show to be held at the Hotel Muehlebach on Saturday, September 27.

The exhibition will be open to the public from 10 a. m. until 6 p. m. Sixty-one class contests are announced, with three ribbons to be awarded in every class except one. A silver trophy to be the property of the winner will be given by the directors to the exhibitor taking the greatest number of ribbons.

Non-subscribers will be charged an admission fee of 30 cents.

Entry lists to be sent to Mrs. Ernest E. Smith, 814 Westover Road, must be in by Thursday, September 25.

the city have made no protest because they believe that they are getting what they pay for.

According to Mr. Culkins, the residents of nearly every city believe they have the worst street car service in the country. This he attributed to the fact that most people in their own city ride the cars during the rush hours, and when they are in some other city, they ride during non-rush hours. He gave as notable exceptions to this general statement, Cleveland and Baltimore. Mr. Culkins says it is impossible for everyone to have a seat during the rush hours, and illustrated by saying that enough cars could not be put on the streets to provide seats for all.

Speaking of the effect of increased fares, Mr. Culkins said that there is one element which cannot be definitely fixed, and that is the economic law of diminishing returns. There are riders of convenience and riders of necessity. When the fare goes up to a certain point certain riders of convenience will cease to ride the cars. This point is reached at different fares in different cities. He felt that the average man will not object to a slight increase unless this man feels that something is being put over on him.

In answer to a question, Mr. Culkins declared that Cincinnati has no jitneys—that the people refused to ride them, when an attempt was made to operate them. When asked concerning the attitude of the press, he stated that there had been a material change since the franchise. He stated that one paper that has always opposed the company now supports it. They feel that the

(Continued on Page 650.)

Report of Young Men's Department:

ON OCTOBER 1st, 1918, the Young Men's Division was reorganized and made a regular Department of the Chamber of Commerce of Kansas City.

It was assigned three divisions of work: Entertainment, Membership and Trade Extension. The members are entitled to a report from those who were elected to "carry on" for the year 1918-1919, and while the space allotted for the purpose in this publication is very limited, a brief review is attempted.

Entertainment.

WM. A. OSGOOD, Chairman.

Many interesting meetings, luncheons and smokers have been provided during the year by the Entertainment Committee, notable among them being:

Nov. 9th, 1918—Luncheon to Commercial Mission from Japan.

Dec. 10th, 1918—Dinner to St. Joseph Chamber of Commerce.

Dec. 16th, 1918—Concert by Paris Symphony Orchestra.

Feb. 9th, 1919—Roosevelt Memorial Meeting.

Mar. 4th, 1919—Trip to Jefferson City to visit Governor Gardner and Legislature.

Apr. 2nd, 1919—Luncheon to Gen. Peter E. Traub.

Apr. 29th, 1919—Dinner to Walker D. Hines, Director General of Railroads.

Sept. 6th, 1919—Reception to President Wilson.

Lack of space makes it impossible to review in detail the many activities of the Entertainment Committee which have contributed so much to the growth of the Chamber.

Membership.

ED. S. NORTH, Chairman.

October 1st, 1918, the Chamber of Commerce had 3,806 members. October 1st, 1919, the membership will stand well over the 4,700 mark. Do these figures not tell some story? Remember this committee had to contend with war conditions which ordinarily would have excused a big loss in membership. The showing simply reflects the wonderfully efficient organization of the Membership Committee, and today the Kansas City Chamber of Commerce has a larger membership than any other city of its size.

Trade Extension.

HARRY S. FRAZER, Chairman.

Read carefully these facts! The Committee planned and successfully handled:

The big annual train trade trip into Missouri, Kansas, Oklahoma and Texas territory, and generally conceded to be the most successful of the trips yet taken.

Seven automobile tours reaching most of the larger towns within a radius of 200 miles of Kansas City.

This Committee, through the medium of the Good Fellowship Trips, did much toward keeping the business men in our natural trade territory, feeling that the merchants and wholesalers of Kansas City are their neighbors and friends, and that what is good for Kansas City is good for them. Altogether these trips have covered 3,255 miles and reached into 241 towns.

In addition to the regular assignments the members of the Chamber affiliated with the Young Men's Department, were every ready and willing, and did co-operate splendidly with all agencies doing war work.

We want you to know and realize what a growing body and power for good the Young Men's Department is. At the annual election primary held a few months ago, 1,005 members of the Chamber registered, and are now affiliated with the Young Men's Department. We feel we have good reason to be proud of the department and happy at the success which has crowned our efforts in the year about to close.

In conclusion your Executive Committee desires to express our grateful thanks to every active member of the Department for the splendid co-operation and assistance given us, and hope that you will continue to grow in usefulness to the Chamber and community.

Executive Committee,

F. C. MARQUA, Chairman.

J. N. DANIELS,

HARRY S. FRAZER,

MYRON LOEWEN,

ED. S. NORTH,

HAL BRENT,

GEO. W. DILLON,

JNO. W. JENKINS, III.,

MALCOLM LOWRY,

WM. A. OSGOOD.

Automobile Trip Big Success

PROBABLY the most successful Good Fellowship Tour or Trade Trip ever conducted by the Young Men's Department was the one into Southern Kansas and Southern Missouri, Thursday, Friday and Saturday of last week.

The party left the Union Station Plaza at 8:00 o'clock Thursday morning, the first night stop being made at Fort Scott where a banquet was tendered them at the Hotel Goodland. At noon of the same day a chicken dinner was served them at Butler.

Leaving Fort Scott early Friday morning, the party continued on through to Pittsburg where a chicken dinner was again served at noon, the night stop being made at Joplin. When eighteen miles from Joplin the trippers were met by an advance party of fifty men from that town who escorted them into the town. Immediately upon arrival the entire party visited the zinc mines and "crystal cave," later enjoying a banquet on the roof garden of the Connor Hotel where 250 Joplin business men were present to welcome the Kansas City party.

The reception in Joplin was most cordial. A floor committee was on hand in the hotel to greet the members of the party and from the reception which they received everywhere throughout the city it was apparent that no effort had been spared to give due publicity to the arrival of the Kansas City people as everyone seemingly was on the lookout for them.

At the banquet in the evening F. C. Marqua, Vice-President, Young Men's Division, and Harry Frazer, Chairman Trade Extension Committee, spoke for the Kansas City crowd and Joseph F. Leopold, Executive Secretary, Joplin Chamber of Commerce and the Mayor of Joplin spoke for that city. Following the banquet a dance was enjoyed.

The party reports roads, in the main, in good condition, light showers having settled dust in most places. While two trouble cars accompanied the party, there was little for them to do, practically no car trouble being experienced.

The return trip was made on Saturday, the party arriving in Kansas City about 10:00 o'clock.

The only stop of the day was at Girard, where lunch was served. The committee having the arrangements for the trip in charge are to be complimented on the way in which every detail looking to the comfort and pleasure of the trippers was worked out beforehand. The management of the trip was perfect, and every one in the party

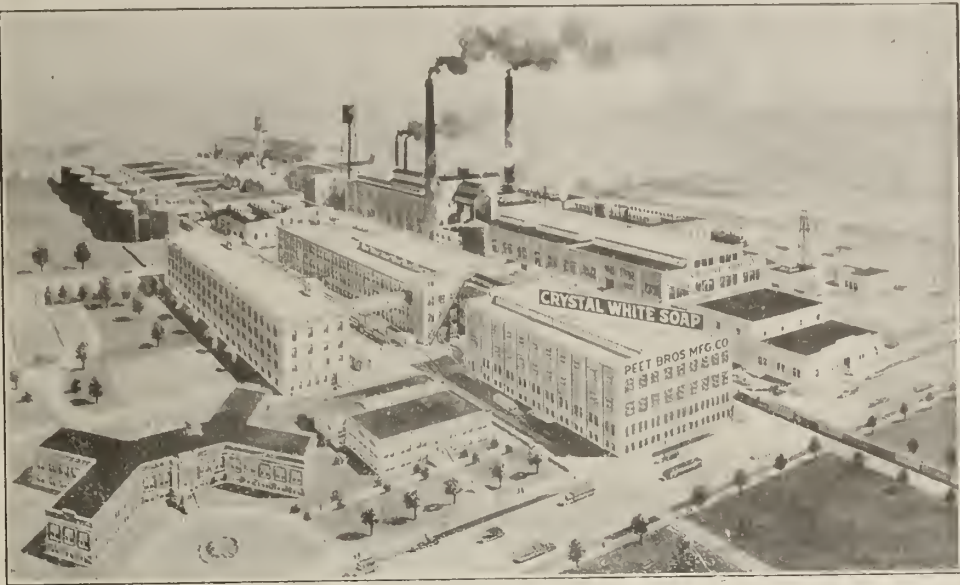
was agreed that it was one of the most, if not the most successful automobile tours ever taken.

The trip was in charge of Miner D. Woodling as manager with Harry S. Frazer, Chairman, Trade Extension Committee; H. F. Navran, acting as Treasurer. The other officials included: Pathfinder, C. C. Ammons; Pilot, Al. Brechtel; Timer, G. D. M. Jones; Ticket Sale, Gus Schmierer; Decorations, W. N. Brown; Automobiles, J. W. Jenkins III; Tire, Wagon, Baggage, Mechanic, Police, Geo. V. Metzger; Publicity, Geo. McKenney; Souvenirs, W. A. Osgood; Hotel Reservations, E. J. Powell; Music, Dawson Campbell; Cap and Duster, E. L. Goodloe; Program, W. Malcom Lowry; Official Road Marker, Willis Hawkins.

The following is a complete list of those in the party:

F. L. Arnold, Percy Bryan, Mr. and Mrs. A. E. Bettis, M. Bigus, W. B. Burruss, Mr. and Mrs. E. N. Brown, H. Roper Bishop, Joseph Brown, Mr. and Mrs. Clarence Barhydt, G. M. Babst, Bruce Brewer, C. A. Brower, Mr. and Mrs. A. J. Brechtel, Mr. and Mrs. E. O. Brostrom, Mr. and Mrs. E. J. Clear, E. L. Chase, Dawson Campbell, Emil Chaquette, R. Caywood, Mr. and Mrs. Thomas Dods, R. G. Dasback, Mr. and Mrs. H. S. Frazer, and Miss Nellie Frazer, Mr. and Mrs. George H. Foster, Mr. and Mrs. Al. Finkelstine, D. Grant, E. L. Goodloe, A. A. Hamilton, George P. Jackson, Willis Hawkins, Fred W. Katzmaier, Miss Maud King, N. M. Kneisly, Ed. Kuhn, P. L. Kiles, W. D. LeRoy, Mr. and Mrs. P. E. Laughlin, Milton Luce, A. A. Lamb, Myron Loewen, Douglas Miller, Mr. and Mrs. Chas. R. Mathews, W. J. McCarger, Geo. Metzner, W. L. Mcwry, Richard Morro, John R. Miller and daughter, Frank C. Marqua, Bob Moore, J. C. Musselman, Wm. Morrow, Harry F. Navran, Mr. and Mrs. Ed. S. North, G. T. O'Malley, W. A. Osgood, Jack O'Donnell, C. C. Perrin, Miss Augusta Paddock, Mr. and Mrs. George W. Paddock, John Phillips, Jr., Mr. and Mrs. E. J. Powell, O. K. Quivey, George W. Rue, Dale Rogers, T. N. Roby, Steve Sedweek, Lawrence E. Smith, Mr. and Mrs. C. A. Spaulding, D. K. Snyder, Mr. and Mrs. H. L. Sacks, Isadore Samuels, Mr. and Mrs. E. R. Sweeney, A. L. Smith, Mr. and Mrs. Frank Toohey, Mr. and Mrs. Roy B. Thompson, Mr. and Mrs. Wm. T. Thompson, C. M. Vining, Mr. and Mrs. Howard Vrooman, Mr. and Mrs. Miner D. Woodling, Mr. and Mrs. Wood, Harry E. Wolfe, Mr. and Mrs. Jack Waite, Carl Zachow, L. D. Zitzerman.

Visiting Kansas City's Industries



Peet Brothers Manufacturing Company

The above cut shows the present plant of Peet Brothers Manufacturing Company, which, according to officials of the company, covers an area of twenty acres. This firm was established in 1872 in a one-story frame building containing about 1,250 square feet of floor space.

They manufacture toilet soap, laundry soap, washing powder, soap chips, and glycerine, their products being distributed over the entire United States, and also in some foreign countries, under a number of trade names, the better known ones being "Wild Rose," "Imperial Peroxide" and "Creme Oil" toilet soaps, "Crystal White" and "Water Queen" laundry soaps, "Sea Foam Naptha" washing powder, "Crystal White" neutral soap chips, and "Crystal White" glycerine.

The factory and office force numbers 875 employees and 130 salesmen and 90 advertising men travel out of the Kansas City plant. The company has established a Welfare Department, which includes a recreational park with tennis court and an outdoor moving picture stadium.

A branch plant is maintained at Berkeley, California, to handle the business in the western coast states and export trade with Far East countries.

STEAMSHIP SERVICE.

The Mississippi Shipping Company, New Orleans, announces that the United States Shipping Board has assigned to them the operation of the regular lines established between New Orleans and Glasgow and New Orleans and Copenhagen-Göteborg.

The service will consist of two sailings per month to Glasgow and two sailings per month to Copenhagen-Göteborg.

How about that advertisement for the Trade Directory? Better send it in now before it's too late.

ELLIOTT

Addressing Machinery installed by Chamber of Commerce

displaces metal plate equipment. The Elliott uses a typewriter stencil—made on your own typewriter. It's simple and economical.

Phone for demonstration.

Phones 5869 Main.

THE ELLIOTT COMPANY

702 Grand Avenue.

Frank Maines, Manager.

MORE ADVERTISING FOR TRADE DIRECTORY.

Since the publication of the list of Kansas City concerns that have taken advertising space in the new Trade Directory the following firms have signed:

The Berkowitz Envelope Company.
Askew Saddlery Co.
Carnie-Goudie Mfg. Co.
Kansas City Slide Company.
The Ell-Kay Mfg. Company.
Midwest Envelope Co.
Big O Mfg. Co.
Bemis Bro. Bag Co.
Imperial Casket Co.
Tarkio Molasses Feed Company.
The Helmers Mfg. Co.
Garage Equipment Co.
Eagle Bottling Works.
Campbell Glass & Paint Co.
The Nonspi Company.
K. C. Sanitary Co.
Acme Metal Co.
Towne Butchers' Supply Co.
North Kansas City Development Co.
Independent Electric Machinery Co.
D. A. Morr Transfer & Storage Co.
J. M. Garrett.
William Volker & Co.
American Sugar Cone Mfg. Co.
The Electric Clipper Co.

COMMITTEE SERVICE.

(Continued from Page 641.)

Kansas Cities, Postal Efficiency 8, Readjustment Work in connection with after war problems 15.

This is the biggest registration ever made by the members and is accepted by the Directors as evidence of the greatest interest ever expressed in the active work of the Chamber. Ordinarily the average member is willing to pay his dues and let it go at that, on the ground that the 'other fellow' probably has more time for such service.

OCEAN SERVICE TO EUROPEAN PORTS.

The Transmarine Shipping Company, St. Louis, advised that they are now furnishing through service from St. Louis to European ports, eliminating a lot of detail work and difficulties pertaining to export shipments.

Further information and rates can be obtained upon application.

but the evidence is here given that a good many hundreds of members are willing to live up to the word 'active' in connection with their membership. A greater recognition of the importance of such subjects as foreign trade and national affairs is evidenced in the registration for these two. To the average mind possibly the greatest surprise is the registration under the Civic Department showing that the average member is first of all a citizen of Kansas City before he is a business man and that he is keenly interested in city affairs regardless of political color.

With such lists to choose from the six vice presidents are having difficulty in holding their committees down to a workable size. Almost without exception there have already been received more registrations for each committee than the size planned for the committee, and while the heavy registration of preferences for service is most gratifying it probably means that some members will be disappointed. They cannot all be appointed on the committees of their greatest preference. The material however will be filed and will be available for later use even after the first draft of committees is made up as it will be within the next two or three weeks.

All of the committee organization work is being pushed, with the intention of having the entire Chamber machinery ready for a running start with the new fiscal year, October 1.

OIL BURNERS

Advance Oil Burner Company

Manufacturers of and Dealers in

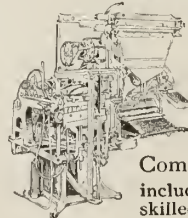
OIL BURNERS FOR ALL PURPOSES

807 East 15th St., (Home Main 6243) Kansas City, Mo.

Skylark Gasoline

Made in Kansas City

Printing that Delivers the Message



Ideas, Dummies,
Layouts for Booklets,
Catalogs, Mailing Mat-
ter, House Organs, etc.

Completely equipped plant,
including Lino. Organization of
skilled craftsmen at your service.

PREPARE NOW FOR THE FALL RUSH

The LOWELL Press

LIVE WIRES SOUTH 4096

3017 Main Street

Kansas City, Missouri

Do you know

THE AMERICAN HEREFORD JOURNAL

AND

THE POLAND CHINA JOURNAL

reach a class of wealthy breeders, who are extensive users of gas engines, trucks, tractors, automobiles, feed grinders, silos, ensilage cutters and barn equipment?

Do you know Kansas City is the home of

The American Hereford Journal, the only publication in the world devoted exclusively to the interest of this breed of beef cattle?—The Kansas Citian, Sept. 9, 1919.

The Poland China Journal, the leading swine magazine of the world read and patronized wherever Poland Chinas are grown?—The Kansas Citian, Sept. 9, 1919.

The per capita wealth represented by the combined circulation of these two publications probably is not equaled. Ask for rate cards and circulation statements.

HAYES WALKER, Publisher The American Hereford Journal 600 Graphic Arts Building
C. H. WALKER, Publisher The Poland China Journal . . . Kansas City, Mo.

POULTRY CULTURE

A monthly magazine devoted exclusively to poultry breeding and all branches of the industry as carried on in the Missouri Valley Territory.

The Best Medium through which Advertisers of Poultry Lines can reach the Largest Number of Prospective Buyers. Full information on request.

Do You Know Kansas City is the home of Poultry Culture, one of the foremost publications in the country devoted exclusively to the poultry industry?—The Kansas Citian, September 9, 1919,

HAYES WALKER and C. H. WALKER,
Publishers Poultry Culture,

600 Graphic Arts Building.
Bell Telephone, Main 626

Kansas City, Mo.

INDUSTRIAL OPPORTUNITY.

A Michigan tractor manufacturer has written the Industrial Department that they are desirous of connecting with a local jobber to handle their tractors in this territory, or to connect with someone not now in that business who would be interested in their line. If interested, communicate with Industrial Department.

SERVICE AT COST.

(Continued from Page 644.)

people are getting the service that they are paying for and that it is to the interest of the papers as well as to the interest of the city to support the company.

In answer to another question, concerning the advantages of having the city's representation consist of one man rather than several as in some other cities having service-at-cost plan, Mr. Culkins stated that he believed in centralization of authority and responsibility.

The statement was made by Col. E. M. Harber that Kansas City could not adopt the service-at-cost plan because the power of supervision of fares and service rests with the State Public Service Commission. Mr. Culkins suggested that the thing to do was to take away the powers of this commission. This seemed to meet with hearty approval of the members present.

Following the meeting, many members remained to ask Mr. Culkins further questions concerning the details of the plan. The subject was one of great interest to all present and many expressed the opinion that the Committee of One Hundred and the Chamber of Commerce had rendered a great service to the city in bringing Mr. Culkins for the meeting.

Splendid Moving Pictures

Made anywhere—anytime—anything

Great booster proposition for Commercial Clubs, Fairs, Carnivals and Expositions. Get your business, plant, stock, etc., in pictures. Absolutely the supreme ad.

ANDLAUER & SIMES,

Representatives of Pathe, Kinograms, Screen Magazine.

212 Ozark Bldg. Kansas City, Mo.

See our work each week at Newman's Theatre.

STREET RAILWAY COMMITTEES.

The various sub-committees of the Committee of One Hundred are all busy finishing up their reports. These will be submitted to the Executive Committee this week and then the Executive Committee will have a big job correlating them and summarizing them into one comprehensive report.

Each of the eight committees will have very definite recommendations to make. Every member of each of these committees, who has been in the city, has given much thought and attention to the preparation of these reports. Within a very short time, now, the public may expect the report of the Committee of One Hundred.

SCHOOLEY

Lithographers

Both Phones Main 510

THE NOISELESS TYPEWRITER

Save your nerves and those of your employees; increase the efficiency of your office force; and dignify your whole business by the installation of

THE NOISELESS TYPEWRITER DIST. CO.
Manhattan Bldg. Kansas City, Mo.
Telephones Main 4422.

SEND TO

SQUIRE ELECTRICAL CO.

FOR

**Electrical Repairs for
Everything Electrical**

Western Newspaper Union

Advertising—Stereotypers

Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field

ADVERTISING RATES

on application.

304 W 10th St. Both Phones Main 193

WE WILL PAY YOU \$50.00 A WEEK

during any period you are kept away from
business, either from accident or illness,

and from \$5,000 to \$12,000 in case of Accidental Death

The Business Men's Accident Association

W. T. GRANT, Secretary

Gumble Building

Both Phones Main 4243

Traffic and Transportation

HEAVY LOADING OF EQUIPMENT.

There is a serious car shortage. In the North-western Region according to a circular of Regional Director Aishton, box car loading has increased at the rate of 3000 to 5000 cars per day, but at the same time the average loading per car has decreased, as shown by the following table:

	Average Loading per car. Decrease		
	1918	1919	
	ton	ton	ton
Wheat.	40	37	3
Grain products (including flour)	35	30	5
Coal (hard and soft)	43	39	4
Lumber.	29	26	3
Steel Products	33	30	3

This table shows an average decrease in loading of 4 tons per car, or 12%.

If loading this year was as heavy as the loading last year, the present car situation would be very greatly relieved, if not almost entirely eliminated.

Shippers are urgently requested to load box cars to full carrying capacity. It is only in this way that the car supply can be conserved, and the needs of all shippers supplied.

ROADS GAIN IN JULY.

Director General Hines makes public the statement that the month of July will show a gain of \$2,000,000 in the operation of the railroads by the Government. The net loss for period, January-July, 1919 inclusive, will total \$290,526,307. Tonnage figures for this period are substantially under the figures for the corresponding period of the two previous years. The revenue and non-revenue ton miles per mile of road per day, for the 7 months ended July 31, 1919, were 4351; for the same period, 1918, 5044; and for the same period 1917, 5107.

RATES AUTHORIZED.

F. R. A. 7908. Supplement No. 5 corrected. Increase provided for on proportional rates on grain, grain products, etc., from St. Louis to points named in Arkansas and Louisiana, should be applied to local rates from St. Louis where proportional rates are not published, the increases applicable being the same amount over June 24, 1918 rates from St. Louis as approved proportional rates from Kansas City to some destinations are above the June 24, 1918 rates from Kansas City. Rates from intermediate Oklahoma points to New Orleans and Galveston not to exceed Kansas City local rates where so applied on June 24, 1918.

F. R. A. 10801. Transit privileges will not apply in connection with the reduced rates on grain, grain products, hay, cottonseed meal and cake, on other feeds upon which reduced rates have been authorized account drouth conditions in the west.

F. R. A. 12551. Authorizes rate 27.5c per 100 pounds on hogs, C. L. from Sioux Falls, S. D., to Kansas City, St. Joseph, Atchison and Leavenworth.

F. R. A. 12652. Authorizes rate \$2.30 per ton on coal briquettes, C. L. from Kansas City to various points in Iowa on C. M. & St. P. R. R.

F. R. A. 12846. Authorizes the publication on one days notice of commodity rates equal to fifth class rates on home savings banks (made from accumulated stock of hand grenades) from Baltimore and Sparrows Point, Md., to points at which Federal Reserve Banks are located.

F. R. A. 12818. Authorizes reduced rates on feed from various points including Missouri River points to points on C. B. & Q. and C. M. & St. P. R. R.s in the Dakotas also on live stock from such Dakota points to grazing or feeding points to be returned.

F. R. A. 12819. Authorizes new line of distance rates on oil, fuel, gas and road, C. L. between points in Kansas.

F. R. A. 12853. Authorizes gasoline rates on bezol (Benzine) from all points of production to all destination points.

F. R. A. 12866. Authorizes rate 87½c per 100 pounds on sugar C. L. from Pacific Coast ports to eastern points when imported from Java.

F. R. A. 12868. Authorizes on sisal and Istle straight or mixed carloads imported from foreign countries other than Europe, Asia, Africa, Australia, New Zealand and the Phillipine Islands from Gulf ports to Kansas City rate 37.5c per 100 pounds in lieu of present rate 31.5c. Increases from 3.5c to 8c per 100 pounds authorized to other points of destination.

MATTERS BEFORE DISTRICT COMMITTEES.

Kansas City Committee.

Docket 906—Proposed to establish rates on hay, C. L., from Kansas City and other Missouri river points to Mohawk, Emerson, Buster, Kerlin, Magnolia, Ark., based 11½c instead of 7½c, and to McNeil 10c instead of 6½c over Little Rock, Ark., rates. (Sept. 23.)

Docket 908—Proposed to allow transit privileges on grain, grain products, seeds, hay and straw at Kansas City on K. C. S. R. R. When originating at Atchison, Leavenworth, St. Joseph, Omaha, South Omaha, Nebraska City, Council Bluffs or Des Moines, Ia., and from stations on C. B. & Q. R. R., and destined to Galveston, New Orleans, Port Chalmette and Westwego, domestic or export. (Sept. 23.)

Docket 910—Proposed to establish commodity rate 24c per 100 lbs. on steel bars, plates, shapes, angles, channels, eyebeams, zees and steel rivets, C. L., from St. Louis, Mo., to Coffeyville, Kas., in lieu of present rate 42½c. (Sept. 23.)

(Continued on Page 652.)

Electric Wiring—Supplies—Machinery—Repairs

DENTON ELECTRICAL SERVICE

317-319 E. 17th Street, Kansas City, Mo.

A Shop Equipped to Furnish Anything Electrical

TRAFFIC AND TRANSPORTATION.

(Continued from Page 651.)

Docket 912—Proposed to permit transit on grain and grain products at Kansas City and Leavenworth when from Council Bluffs, Nebraska City, Omaha and South Omaha destined to Texas points on basis of through proportional rates via Mo. Pac. R. R. (Sept. 23.)

Docket 914—Proposed to readjust rates on soft coal, C. L., from Springfield, Mt. Olive and Central Illinois mines on the Wabash R. R. to Kansas City as follows (Sept. 23):

	Rates in cts. ton 2000 lbs.	
	Present.	Proposed
Large lump,	215	205
Small lump, mine run,		
nut, etc.	205	195
Screenings.	190	170

Docket 915—Proposed to amend K. C. S. switching tariff 4-M, eliminating rates published on pages 11, 12, 13, 17, 18 and 19 under column Western Division headed "K. C. T. Ry., Kansas City, Kas.; also rates on same pages under column Eastern Division, headed K. C. T. Ry., Sheffield, Mo." and publish rates between all such industries, tracks and connections with the K. C. T. and A. T. & S. F. Rys. same as the higher rates now published between industries and tracks shown, and the connections with the K. C. T. and A. T. & S. R. R. Rs. Also to establish same switching rate to the plant of the N. A. Kennedy Butter Tub Co., Armourdale, Kas., as published, to the plant of F. G. Kinney, Armourdale, and same rate to plant of the K. C. Light & Power Co. near Second and Main streets as published to the plant of E. W. Biggs near same location. It is also proposed to publish a rule which will permit publication of switching rates without securing Freight Rate Authority where new industries are located on a track where rates are now published to or from industries, or to or from points of interchange of tracks of connecting lines also where tracks have been extended beyond an industry where rates are now published. (Sept. 23.)

Kansas City Committee.

Docket 919—Proposed to establish hollow building tile rates on "blocks, tile and rings, earthen, condensing" between all points in western territory. (Sept. 26.)

Docket 920—Proposed to establish on corn, oil, C. L., from St. Joseph, Mo., to Kansas City, rate 10c per 100 lbs. in lieu of present rate, 12½c, similar adjustment to other points. (Sept. 26.)

Docket 923—Proposed to amend St. Joseph, Mo., switching tariff, E. B. Boyd's I. C. C. No. A-967, to provide that C. B. & Q. R. R. will absorb inbound and outbound switching charge of 75c per car on live stock stopped at South St. Joseph, Mo., for feed, water and rest and reforwarded via C. B. & Q. R. R. (Sept. 26.)

Docket 924—Proposed to adopt uniform description of prepared stock feed in this territory as follows (Sept. 26.):

"Prepared stock feed, exclusive of medicated feeds, also exclusive of feeds invoice value of which is higher than 19c per pound."

Omaha Committee.

Docket 356—Proposed readjustment of rates on potatoes and other vegetables from Wyoming and Montana points to Missouri and Mississippi rivers, Chicago, Peoria, etc. (Sept. 15.)

Docket 360—Proposal covering absorption of inbound switching charges on grain at Missouri river points, hearing set for September 11 now postponed until 10 a. m. September 18.

Docket 383—Proposed to readjust rates on flax and millet seed C. L. from Omaha to Kansas City comparison of local rate 15½c is made with proportional rate of 11½c from Omaha to St. Louis. (Sept. 24.)

St. Louis Committee.

Docket 1218—Proposed to add "grain products" to list of articles named in item 5-F Mo. Pac. circular 2-O in order to make it clear that transit privileges are applicable on flour and other articles carried in Western Classification under head of "grain products." (Sept. 24.)

Docket 1219—Proposed to add "Silo Door Frames L. C. L., to list of articles shown in rule 430 W. F. T. B. Circular 1-N and item 1900 W. F. T. B. Circular 17 in order to provide fourth class rating. (Sept. 24.)

Docket 1228. Proposed to establish through rates indicated below to points on St. L. S. W. R. R., Collier to Waldstein, Ark., inclusive, No. through rates in effect at present. (Sept. 24.)

From	Horses	Cattle	Hogs	Sheep	Sheep
	Mules	calves		S. D.	D. D.
	per car				
Kan. City	\$99.50	40c	45c	58c	43c
St. Louis.	92.50	36.5c	42c	48c	39.5c
E. St. Louis	92.50	36.5c	42c	48c	39.5c
Cairo.	90.00	34.5c	40.5c	45.5c	37.5c
Thebes.	90.00	34.5c	40.5c	45.5c	37.5c

Docket No. 1235. Proposed to provide for minimum weight of 60,000 pounds on nitre cake, C. L., where now lower from, to or between points in Missouri, Arkansas and Oklahoma. (Sept. 24.)

Docket 1239. Proposed to establish on oil, petroleum and its products from Kansas City and Sugar Creek to Eldorado Springs, Fayette and Paris, Mo., via M. K. & T. R. R. direct, rates now applicable on movement wholly within the state of Missouri. (Sept. 24.)

Chicago Committee.

Docket 663. Proposed to establish on paper bags, C. L. from Chicago, St. Louis and defined territories to Western points same rates as apply on wrapping paper, which would result in rate of 25c instead of 29c from Chicago and 19c instead of 23½c from St. Louis to Kansas City. (Sept. 24.)

(Continued on Page 653.)

Need Envelopes? PHONE Berkowitz

ADDRESS SAVER

CATALOGUE ENVELOPE

BELL, GRAND 243
HOME, MAIN 92

COMMERCIAL

FOR EXTRA HEAVY MAIL

TRAFFIC AND TRANSPORTATION.

(Continued from Page 651.)

Denver Committee.

Docket A-11. Proposed to adjust commodity rates on beet potash, C. L. from Colorado common points to Missouri river points and other defined territories with proper relation to rates from Scotts Bluff, Antioch and Hoffland, Neb. (Sept. 15.)

Docket A-1044. Proposed to establish through commodity rate of 40c per 100 pounds on vinegar, C. L. from Canon City, Colo., to Missouri river points in lieu of present rate of 78c made on Pueblo combination. (Sept. 15.)

Docket A-1046. Proposed to allow stopping in transit of canned goods, C. L., to partly unload when from Colorado points and destined to interstate points. (Sept. 15.)

New Orleans Committee.

Docket 499. Proposed to establish rate 78c per 100 pounds on furniture, C. L., as described in item 1020 S. W. L. exceptions I-H, from Kansas City and St. Louis territories to Lake Charles, La., in lieu of present rate 90c. (Oct. 7.)

Docket 502. Proposed to cancel all existing rates on cottonseed soap stock or to establish commodity rates on basis of 80% of the corresponding vegetable oil rate from points in Louisiana to interstate points. (Oct. 7.)

San Francisco Committee.

Docket 2381. Proposed to readjust rates on structural steel, C. L. from points on and east of the Mississippi river to California Terminal and Intermediate points as follows: (Sept. 25.)

	Groups				Minimum weight
	A	B	C	D	
Present.	137.5	125	119	112.5	80,000 lbs.
Proposed.	94	\$1.5	\$1.5	69	80,000 lbs.

Docket 2385. Proposed to establish rate of \$1.12½ per 100 pounds on oils, paints (com-

pounded) C. L. from California Terminal and intermediate points to all points of destination in T. C. F. B. tariff 3-M. (Sept. 26.)

Your advertisement in the *Kansas Citian* will be read each week by 4,600 Kansas City business men. Rates reasonable.

Bell Main 681

Home Main 9130

EDW. W. SIMON CO.

Direct Distributors

"PANAMA"

CARBON PAPERS-INKED RIBBONS

1035 Wyandotte St.

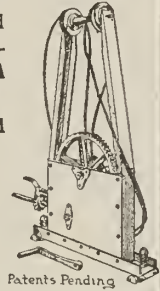
THE LABOR SAVER

Equip your Dump Bed with a **Columbian Lighting Hoist** and you will save **TIME and LABOR.**

Write for illustrated folder "80."

**COLUMBIAN
STEEL TANK CO.**

1601-21 West 12th Street.
KANSAS CITY, MO.



AWNING STORAGE

WE WILL TAKE DOWN YOUR AWNINGS,
STORE THEM FOR THE WINTER, PROTECT
THEM WITH INSURANCE AND PUT THEM
UP NEXT SPRING. ∴ ∴ ∴ ∴ ∴

Work Done By Experienced Men.

Awnings Stored so they will not deteriorate.

CALL MAIN 774, Either Phone.

Baker & Lockwood Mfg. Co.



ESTABLISHED 1870

KANSAS CITY,
MO.





Does Kansas City Want Automatic Telephones?

A special committee headed by President B. A. Parsons recently visited several cities where the automatic is in use. The committee found its users unanimously enthusiastic over it.

The committee believes the 'automatic' should have serious consideration by the business men of Kansas City in connection with the merger of the two local companies.

Hence the devotion of Wednesday's luncheon to a presentation and demonstration of the 'automatic' that every telephone subscriber should hear and see.

H. D. CRITCHFIELD of Chicago

a pioneer and expert in the automatic field will be the speaker.
at the

BI-WEEKLY LUNCHEON

Francis I Room, Hotel Baltimore

Wednesday, Sept. 17, 1919

12:15 o'clock.

The Kansas City Telephone Company will install a complete system—glass encased automatic switchboard and a connected instrument on each table. Every one present may ring up a man at another table, etc., and demonstrate for himself.

Kansas City's future telephone service will depend very largely on the sentiment developed at Wednesday's luncheon. Members are therefore urged to attend.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 38

KANSAS CITY, TUESDAY, SEPTEMBER 23, 1919

If interested in telephone improvement
for Kansas City
read about the Automatic System
in this issue.

Annual Meeting

Employment Bureau Closes

International Trade Conference
and Foreign Missions

International Farm Congress

Safety Work

Movies of Good Fellowship Trippers
Doric Theatre,
Wednesday Evening, September 24
(See announcement on back cover.)

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

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CLIFF C. JONES	JOHN M. TOWNLEY
JAMES KETNER	H. J. WATERS
FRED M. LEE	A. C. WISER
	FRANK WITHERSPOON, Jr.

BOOSTING THE "NATION'S BUSINESS."

For the purpose of increasing the Kansas City subscription list of the "Nation's Business," the official organ of the Chamber of Commerce of the United States, Mr. J. G. Woods, Sales Manager of that publication, is now in Kansas City. He has with him a corps of assistants who are calling upon business men for the purpose of interesting them in this publication. Members are urged to hear what these men have to say and are asked to assist them in spreading the gospel of the National Chamber.

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COMMITTEE OF ONE HUNDRED MEETS.

The Committee of One Hundred on Street Railway situation held a general meeting Tuesday evening, September 16. At this meeting Mr. P. J. Kealy, President of the Kansas City Railways Company, told the committee of the changes in the financial and operating status of the Company since the committee had started its work.

The Chairman announced that each member of the Committee of One Hundred had returned a signed statement to the effect that he held no conversation with Mr. E. C. Meservey, as reported in the press. Mr. Meservey in his statement had said that some member of the Committee of One Hundred had told him that he had been put on the committee for the purpose of "putting something over." The Committee of One Hundred, having secured signed statements from each member of the Committee has turned them over to the Board of Directors of the Chamber for such further action as the Board may desire to take.

The Chairman also reported that all of the sub-committees with one exception, are practically ready to report. As soon as these reports are submitted to the Executive Committee, they will be duplicated and a copy given to each sub-committee chairman, so that all will know the results of the work of each of the committees. The Executive Committee will then hold sessions until it has prepared its final report for submission to the Committee of One Hundred.

International Trade Conference

RESULTS of great importance in their bearing on foreign trade and reconstruction will come from the gathering of leading business men and bankers of the United States and representatives of Great Britain, France, Italy and Belgium at the International Trade Conference at Atlantic City on the first three days of October.

Delegates from the countries with which the United States associated in the war will present definite facts and views at this meeting.

The French and Italian governments have manifested deep interest, and preparatory work conducted in Europe by representatives of the National Chamber of Commerce, under whose auspices the conference will be held, insures a discussion and understanding at Atlantic City that cannot be otherwise than epochal in its importance.

It has become clear, according to the Chairman of the Executive Committee of the International Trade Conference, that there is small hope of actual reconstruction of world trade until those

most concerned meet together with the determination to find a solution of these problems.

Following the conference a tour of the principal cities east of the Mississippi River was planned, but Kansas City has been successful in getting the National Chamber to extend the tour so as to include Kansas City. This will give Kansas City business men and bankers an opportunity to confer with some eighty of the leading business men of Europe especially interested in American trade.

The program committee of the Atlantic City conference has enlisted experts in every line of business having important relation to foreign trade, as well as men familiar with conditions peculiar to the nations that were associated during the war.

The program includes a formidable list of topics on which the best brains of all the countries to be represented at the conference will be concentrated in an effort to solve those difficulties which must be met before satisfactory

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Kansas City Committee To Receive and Entertain Foreign Missions October 13-14, 1919

W. S. McLucas, General Chairman.

J. M. Guild, General Secretary.

COMMITTEES	PROGRAM	BELGIUM	ENGLAND	FRANCE	ITALY
Textiles	Leon Smith	C. C. Peters, Chairman	H. L. Root	F. M. Lee	H. D. Lee
Metals	H. A. Fitch	R. L. Redpath	C. R. Butler	Solomon Stoddard, Chairman	A. A. Cramer
Foods	C. W. Lonsdale Chairman	F. O. Cunningham	D. F. Piazsek	L. E. Moses	John H. Wiles
Chemicals	B. A. Parsons	Ferdinand Hauck	John T. Kennedy	J. A. Gallagher	N. N. Dalton, Chairman
Finance	E. F. Swinney	G. M. Smith	W. T. Kemper	J. F. Downing	John M. Moore
Raw Materials	C. S. Keith	M. B. Nelson	C. J. Carter	L. T. Sunderland	Hertrand Clark
Shipping	J. F. Holden	R. W. Lightburne, Jr.	John Fennelly, Chairman	R. D. Sangster	Frank Purcell
Fuel	H. N. Taylor	J. R. Crowe, Jr.	Ira Clemens	E. R. Sweeney	F. W. Lukins
Industrial Equipment	W. S. Dickey	M. J. Healy	E. H. Witte	Ed. B. Smith	E. C. Sooy
General	J. C. Nichols	Georges Mignolet	H. W. MacKirdy		Joseph Deo

DELEGATES TO INTERNATIONAL TRADE CONFERENCE.

If Kansas City is to be in on the big plans maturing for foreign trade that are to take more or less definite shape at the International Trade Conference to be held at Atlantic City, October 1-3, it is realized that a good Kansas City delegation must attend.

The organization of this delegation is in the hands of General Secretary J. M. Guild, who is Kansas City's National Councillor in the Chamber of Commerce of the United States, under whose auspices the conference will be held.

To date the following have signified their intention to go from Kansas City to this very important meeting:

W. S. McLucas, President, Commerce Trust Company.

C. S. Keith, President, Central Coal & Coke Company.

C. W. Lonsdale, Simonds, Shields, Lonsdale Grain Company.

John H. Wiles, Loose-Wiles Biscuit Company.

John B. White, Missouri Lumber & Land Exchange.

J. P. Prescott, Carnes Artificial Limb Company.

Sigmund Harzfeld, Harzfeld's Parisian.

INTERNATIONAL TRADE CONFERENCE

(Continued from Page 657.)

international trade relations can be restored.

Stress will be laid upon those problems peculiar to the readjustment period in foreign trade. These include the economic needs of the various countries concerned during the next two years; emergency measures necessary during the readjustment period for the promotion of trade and the movement of raw materials; the possibilities of pooling and allocating products, equipment and transportation; possible measures for the association of business enterprises here and in Europe to strengthen backward countries; reciprocal measures affecting investments of capital to secure equal advantages and avoid duplication of effort; methods for stabilizing foreign exchange; the elimination of unfair practices and a basis for the re-instatement of commercial treaties.

How about that advertisement for the Trade Directory? Better send it in now before it's too late.

ORGANIZED FOR EFFECTIVE SAFETY WORK.

The first meetings of the Kansas City division of the National Safety Council in connection with the year's accident prevention campaign will be held at the Chamber of Commerce this week. The Public Safety Committee will meet Thursday afternoon to consider matters of interest in connection with the campaign. Thursday night a meeting of Safety Engineers and others persons in charge of safety in industrial plants will be held in the Board of Directors room. Friday night, foremen from all industrial plants in Kansas City will have their first school of instruction. Meetings of this school will be held once a month during the coming year.

Mr. W. R. Rasmussen, field secretary of the National Safety Council will speak at all three meetings.

With preliminary details out of the way the Safety Council is beginning an aggressive campaign to reduce accidents in industrial plants, in the home, and on the streets. The Kansas City district of the Red Cross will co-operate with the Council in starting first-aid schools in industrial plants.

The Public Safety Committee of the Council now comprises the following:

Scott Godley, Chief of Police
 Alex Henderson, Chief Fire Department
 John R. Ranson, Police Commissioner
 R. W. Waddell, City Engineer
 W. H. Coffey, Coroner
 E. H. Bullock, Health Director
 D. M. Pinkerton, Pres. Board Education
 I. I. Cammack, Supt. Schools
 Frank Newman, Motion Picture Exhibitors
 H. W. Ritterhoff, Telephone Companies
 M. E. Pearson, K. C. K. Supt. Schools
 W. W. Rose, K. C. K. Building Interests
 Henry D. Faxon, Wholesalers
 E. C. Wright, Boy Scout Executive
 A. E. Hutchings, K. C. Auto Club
 A. Hurlburt, K. C. Gas Co.
 F. T. Van Eman, Jackson Co. Med. Society
 Myron C. Settle, Sunday School Assn.
 Alfred Benjamin, Jewish Educational Inst.
 Bruce Forrester, Employers' Assn.
 Fred Buffe, K. C. Railways Co.
 H. C. Blackwell, K. C. Light & Power Co.
 Rev. James E. Davis, Ministers Assn.
 Dell D. Dutton, Red Cross
 Mrs. Geo. H. Hoxie, Red Cross
 J. C. Egner, Insurance Patrol
 E. B. Smith, Boy Scout Commissioner
 J. E. Storey, Film Board of Trade
 Charles D. Mill, Welfare
 E. J. Fleming, Judge S. S. Court
 John M. Kennedy, Judge N. S. Court
 Mrs. Bert Barnum
 Mrs. Harry Longaker
 Harry E. Ridings, Motor Car Dealers
 Mrs. Herbert V. Jones, Women's City Club
 Mrs. Geo. E. Curtis, Athenaeum
 John I. Smith, Labor Unions
 W. W. Gordon, K. C. K. Chief of Police
 Mrs. H. E. Fairchild, Parent Teachers Assn.

Automatic Telephone Luncheon.



This picture shows the switchboard and overhead wiring used to demonstrate the automatic telephone at the bi-weekly luncheon at the Baltimore Hotel September 17. There was an instrument on each table and inter-communication was made without a "central."

JUDGING from the extraordinary attendance and enthusiasm at the bi-weekly luncheon last Wednesday, when Mr. H. D. Critchfield of Chicago presented the automatic telephone equipment and demonstrated it, the business men of Kansas City are very much interested in its possibilities.

Automatic telephones for Kansas City have been under consideration for some time by the Chamber of Commerce. A special committee headed by President B. A. Parsons recently visited Minneapolis and St. Paul where automatics are in partial use, and Muskegon and Grand Rapids, Mich., where they have been in use for many years. The committee also visited the plant of the Chicago Automatic Electric Company to inquire into the mechanical side of the question.

Efficiency of service is the first thought in connection with the automatic telephone, according to Mr. Critchfield, who briefly told of its progress until it is now used all over the civilized world and particularly in the countries where the governments have control of the telephone system, as in Great Britain, France, Italy, etc. It was an interesting statement he made when he said it was a Kansas City man by the name of A. D. Strowger who was the originator of the automatic telephone idea. Mr. Strowger, he said, while living in Kansas City conducted an undertaking establishment in Kansas City, Kansas.

President B. A. Parsons, in his introduction of Mr. Critchfield, told of the investigation made by the Chamber of Commerce committee, and that they had experienced the unusual condition of finding a public utility without kickers stating that where the automatic has been in use for any length of time there are absolutely no complaints and the business men are enthusiastic over it. Since the committee's investigation in early August he stated that

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Foreign Missions Will Visit Kansas City On International Trade Conference Tour, October 13-14, 1919

WORD was received from the Nations Chamber of Commerce last Friday that the International Trade Conference Tour would be extended west of the Mississippi River for the benefit of Kansas City, thereby insuring an opportunity to the business men of Kansas City to hear and confer with the leading business men of England, France, Belgium and Italy regarding business conditions abroad.

This tour will be made up of the business missions of the four countries mentioned who will attend the International Trade Conference at Atlantic City, September 30 to October 3.

The following is a list of the foreign delegates who will attend the Conference and visit Kansas City:

BRITISH DELEGATION.

Sir Arthur Shirley Benn, Member of Parliament; formerly British Vice-Consul at Mobile, Ala.; Managing Director, Hunter, Benn & Co., for several years a member of the London Common Council; Chairman of the delegation.

Mr. Marshall Stevens, Member of Parliament; one of the founders of the Manchester Ship Canal and its first Manager; and authority on traffic, railways, docks and canals.

Mr. Frank Moore, of Moore, Eady & Murrice Goode, Ltd., Leicester.

Baillie John King, Chairman National Light Castings Association, Glasgow.

Hon. J. G. Jenkins, former Premier of South Australia; born in Pennsylvania, went to Australia in 1878; prominent in official life; offices held included Minister of Education, Minister of Works and Member of Parliament.

Mr. Barton Kent, of G. B. Kent & Sons, Ltd., Secretary.

FRENCH DELEGATION.

M. Paul Schneider, President of the Creusot Works, President of the Mission.

Baron du Marais, Vice President and Director of the Credit Lyonnais, representing the banking interests, Vice President.

M. Alexander Louis Albert Tirman, Councillor of State, who represented France at the San Francisco Exposition.

M. Waddington, of Waddington Sons & Co., representing the textile industry.

M. Homberg, formerly director of the Societe Generale, well known in financial circles.

M. Roche, President of a Syndicate representing the chemicals industry.

M. Julian Potin, President of the Potin Cie, wholesale grocers, representing the food interests.

M. Dolleans, representing the Press.

M. Pellerin de la Touche, President of Compagnie Generale Transatlantique, a French shipping line.

M. Prevet, President of the Union of Wholesale Food Syndicates, and President of a large packing and canning company.

M. Jean Clementel, representing the Minister of Commerce—a brother of the Minister.

M. Mazot, secretary general.

M. Boyer, assistant secretary general.

M. Pousset, secretary, M. Peson, secretary, M. Dion, secretary, Engineers, assistant to M. Schneider, representing chiefly the steel industry.

ITALIAN DELEGATION.

Hon. Guglielmo Marconi, father of the wireless telegraph, and member of the Italian Senate, Chairman of the delegation.

Hon. Silvio Crespi, who was Minister acting as Food Controller in the Italian War Cabinet.

Comm. Pio Perrone, of G. Ansaldo & Co., shipyards and metal manufacturers.

Eng. G. Quartieri, manufacturer of chemical products.

Gr. Off. Salvatore Tagliavia, Mayor of Palermo.

Hon. Marco Cassini, President of the Union of Chambers of Commerce of the Kingdom.

BELGIUM DELEGATION.

M. Van de Vyvere Minister of State; Finance Minister during the war; Chief of Mission.

Mr. Louis Canon-Legrande, President, Permanent Committee of the International Congress of Chambers of Commerce; President of the Federation of Commercial and Industrial Association of Belgium; President of the Chamber of Commerce of Mons.

Albert Neve, Engineer and Manufacturer.

M. Van den Ven, President Louvain University.

M. Janasen, Director, Belgium National Bank.

M. de Groote, Vice President, Antwerp Chamber of Commerce.

M. Maere, Secretary.

Good Fellowship Trippers' Reunion.

Those who participated in the Good Fellowship Automobile Tour through Southern Missouri and Kansas, September 11-13, will hold a reunion at the Doric Theater tomorrow, Wednesday evening, September 24. A special program has been prepared by Mr. George Curtis, Manager.

A feature of the bill is a moving picture review of the trip. A committee has seen this film and they say that every foot is interesting and entertaining. It will provide an opportunity for all of the Good Fellowship Trippers and their friends to see themselves in moving pictures. The Y. M. D. male quartet will sing between the two evening performances, which will start promptly at 7:45 and 9:25 o'clock. This quartet is composed of J. C. Musselman, Dan Webb, Dawson Campbell and Joseph

Brown, and their singing on the tour was one of the most enjoyable features of the entire three days. The mere announcement that this quartet will sing will guarantee a splendid attendance at the Doric Wednesday evening.

The feature film at the Doric this week is "The Other Half," played by a trio of stars, ZaSu Pitts, Florence Vidor and Thomas Jefferson. This is described as "The Drama of Human Values," written and directed by the creator of "The Turn In the Road."

Other surprise features are being provided by the Good Fellowship Tour Committee for those who participated in the trip. While of greatest interest to the "trippers" every member of the Chamber of Commerce is invited and urged to attend.

Employment Bureau for Soldiers to be Discontinued.

THE Soldiers' and Sailors' Employment Bureau, organized in March for the purpose of assisting returned service men in securing employment, will be discontinued with the close of the present fiscal year, September 30. This action is being taken on authority of the Readjustment Committee which committee was responsible for its organization. At the time it was organized it was understood that it would be continued until September 30 and was financed accordingly, to be continued thereafter if any need remained for it, the future work to be financed by the new administration.

Demobilization of military and naval forces having been practically completed and little difficulty being experienced at the present time by returned service men in locating and securing positions, the need for such a bureau has passed entirely and the committee feels that there is no necessity for refinancing or continuing the bureau.

The bureau has been very successful in placing returned men, under the direction of Mr. B. O. Taylor, the Employment Manager. Mr. Taylor has shown excellent judgment in placing the men who have applied for assistance, the record showing that the great majority of men sent out have landed on the first job to which they were sent, proving to the committee in charge that the man was sent to a position which he was qualified to fill and further that he made good on the job. That the employers were pleased with the men sent them was evident from the fact that repeat orders for men were received continually from many firms. In all 1,404 applications for employment were received by the bureau, 1,223 having been placed. At the present time

less than twenty-five men remain on the list unplaced. All the others who were not placed through the bureau have secured employment of their own accord which further emphasizes the fact that there is no present need for a bureau so far as service men are concerned.

Appreciation of the Readjustment Committee and the Industrial Department officials, under whose direction the bureau was operated, are extended to Mr. Taylor for the way in which he has conducted the work of the bureau. In addition to that work Mr. Taylor has been one of the leading figures in the organization of the Employment Managers' Council as a part of the Industrial Department and is a member of the Board of Directors of that body. Mr. Taylor leaves the employ of the Chamber with the well wishes of that body. Mr. Stewart McCarthy, who has been Mr. Taylor's assistant, also did excellent work in the employment department. He has been transferred to and placed in charge of the general office having assumed that work the first of September.

International Farm Congress AND Soil Products Exposition.

PREPARATIONS for the opening of the Fourteenth International Soil Products Exposition, in Convention Hall and new annex, are practically completed. The big buildings are alive with workmen, and exhibitors from the distant states and provinces have been here for a week arranging for the reception of their products and assembling displays which have been months in preparation.

The opening of the doors of the exposition September 24, will mark another step in the efforts of the Chamber of Commerce to make Kansas City the center of agricultural commerce and thought. The exposition was brought to Kansas City in 1918, but a "flu" ban, clamped down by the board of health thirty minutes before the doors were to open, prevented the annual show. There are strong indications that the International Farm Congress, which directs the exposition, will decide to make Kansas City its permanent home. Much of course depends upon the interest Kansas City and surrounding territory take in the big International, but indications are that the show and exposition will be greater this year than ever.

Arrangements have been completed to allow the school children to attend the exposition in company with their teachers at a special price. Mr. I. I. Cammack, superintendent of schools, feels that the students should have this opportunity to study practical agriculture, geography and botany, and each grade will be allowed one-half day in which to attend the exposition.

Many members of the Chamber of Commerce have purchased tickets either for their employes or for their customers, according to Mr. W. I. Drummond, managing director of the exposition. A number of Chamber members have taken exhibition space in the two big halls, so that besides underwriting the show, Chamber members already have shown willingness to boost the exposition.

On the advisory committee of the Chamber co-operating with the board of governors of the congress are the following: George H. Bunting, chairman; James Ketner, vice-chairman; Franklin D. Crabbs, P. J. Kealy, S. J. Whitmore, Frank C. Marqua, and D. I. Hunt.

A number of prominent personages have been secured to address the Farm Congress, which convenes September 25 for a three-day session. The interest of grain men will be centered on the address by Mr. Julius Barnes, president of the United States Grain Corporation, who will explain the grain-grading methods which have been the cause of dissatisfaction and misunderstanding.

The Congress program follows:

THURSDAY MORNING, SEPTEMBER 25

Address of Welcome	Mayor of Kansas City	HON. JAMES COWGILL
Address of Welcome	President Kansas City Chamber of Commerce	B. A. PARSONS
Response	President Kansas Agricultural College	W. M. JARDINE
Response	Representing the Government of Canada	W. H. FAIRFIELD
President's Annual Address	President International Farm Congress	HON. GEO. ALBERT SMITH
Address	Hilicrest Farm, St. Joseph, Mo. "The Need of Agricultural Organization"	JUDGE W. K. JAMES

THURSDAY AFTERNOON, SEPTEMBER 25

Address	United States Senator from Iowa "The Kenyon-Kendrick Bills"	HON. WILLIAM S. KENYON
Address	Governor of Kansas "Land Tenantry"	HON. HENRY J. ALLEN

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AUTOMATIC TELEPHONE LUNCHEON.

(Continued from Page 659.)

New York, Chicago, Detroit and Cleveland have all decided in favor of the automatic and have announced that installation will be made as fast as equipment can be secured. He declared the discussion of the subject at the luncheon most timely and necessary, if Kansas City is to get ahead of any of the other large cities of the country in securing equipment.

Mr. Critchfield stated that had the visit of the telephone committee been extended to other cities where the automatic is in use their experience would have been repeated, as it is the same everywhere. He explained that the American Telegraph & Telephone Company had finally adopted the automatic and would have done so long before but for the large organization and manual equipment that they had.

As one of the principal advantages of the automatic, Mr. Critchfield emphasized that it is always ready for use, that the service is the same during every one of the twenty-four hours every day in the year. Incidentally, Mr. Critchfield complimented the Chamber of Commerce for having brought about the merger of the two local companies, declaring it one of the greatest achievements that could have been accomplished for the city.

That the substitution of machinery, thereby relieving operators, would have an influence on the high cost of living as well as on the labor supply and production of commodities generally, was his opinion, adding that the labor turnover in the Kansas City telephone business is 200 per cent per year, and the average length of service six months, of which one-third is absorbed in training. He stated that it is impracticable, yes, he said, practically impossible to secure a sufficient number of operators these days to give adequate service, that they just cannot be had, that every company is offering every inducement to get girls, but that the competition of business men for the girls makes that extremely difficult. He stated that the work of an operator is very hard and asked that the members visit telephone headquarters any time and watch the girls at the switchboards where on account of the extraordinary increase in the volume of business the telephone companies are simply swamped.

Speaking of the automatic, he stated that if a man dials correctly, he will get the right number, and went on to say that while more expensive to install automatic equipment, the economy of its operation more than offsets the increased cost. Then in a

rapid-fire way he summarized the advantages of the automatic as follows:

An immediate connection is always possible. There are no waits for "central."

A person gets his number in half the time taken on the manual.

The full service is available during the night as well as during the day, and in emergencies.

There is no interruption to service because of interruption to street car transportation or because of epidemics.

No one can cut in and listen, thereby insuring confidential service.

Automatic ringing bell commands more prompt reply as it rings until it is answered.

Rapidity of disconnection. (This was demonstrated on one of the twenty-four lines that were in service at the luncheon, and those present marveled at the speed with which he was able to call successive numbers.)

No premature disconnections such as are now experienced on the manual.

No difficulty in interchanging between automatic and manual during conversion to automatic.

Mr. Critchfield was kept on his feet for a long time after the close of his presentation answering innumerable questions. About long distance service he explained how that would be greatly improved by 'dialing' right into a neighboring city and eliminating all intermediate operators except one. He explained that pay stations would be operated as they are now and that intercommunicating systems in large business establishments are one of the specialties of the automatic.

Supplementing Mr. Critchfield's talk was a complete glass-incased switch board which by means of a spot-light was made plainly visible in its operation to every one in the room. With this were connected twenty-four instruments, giving a complete intercommunicating service between the different tables, all of which were numbered so that a man at one might call anyone at another. More than a mile of wiring had been installed by the Kansas City Home Telephone Company during the preceding forty-eight hours. In addition to being able to call from one part of the room to another, the Home Company had provided three trunk lines whereby those attending the luncheon were able to call up their own offices, which they did, showing how the automatic and manual operate during the period that the automatic would be under installation.

At the request of General Secretary J. M. Guild, who had served as a member of the Telephone Committee the equipment was left intact for a similar demonstration to the members of the Rotary Club on the following day. It is now being installed and

(Continued on Page 667.)

ANNUAL MEETING.

According to the by-laws the first Tuesday in October, which will be October 7, this year, is the date prescribed for the Chamber's annual meeting. Just what form this will take is a matter that will be determined by President B. A. Parsons and President-elect W. S. McLucas on the latter's return to the city this week.

Last year, for various reasons, principally on account of the war, the annual meeting was held at a regular weekly luncheon at which the retiring President, Franklin D. Crabbs, gave a summary of the year's

MANUFACTURERS' AGENT WANTED.

I. P. Frink, Inc., New York City, manufacturers of scientific and artistic lighting specialties, reflectors, etc., desire to communicate with a manufacturers' agent with a view to securing representation in Kansas City.

activities, then turned the meeting over to the new administration with the installation of President Parsons, the various vice-presidents and the new directors. The meeting was attended by thirteen of the former presidents of the Chamber.

INTERNATIONAL FARM CONGRESS.

(Continued from Page 662.)

Address COL. H. D. WATSON
Kearney, Nebraska
"Co-operative Farming"

Address JOHN E. FUTRALL
President University of Arkansas
"Agricultural Education"

FRIDAY MORNING, SEPTEMBER 26

Address L. E. CALL
Professor of Agronomy
Kansas Agricultural College

Address DR. HENRY J. WATERS
Kansas City, Missouri
"The Farmer's Part in Reconstruction"

Address HON. CATO SELLS
United States Commissioner of Indian Affairs
"Indian Agriculture"

Address LOU D. SWEET
Denver, Colorado
"Potato Culture and Food Value"

FRIDAY AFTERNOON, SEPTEMBER 26

Address HON. J. A. WHITEHURST
President Oklahoma State Board of Agriculture
"The Farmer as a Country Gentleman"

Address HON. JULIUS H. BARNES
President United States Grain Corporation
"The World's Wheat"

Address HON. FRANKLIN K. LANE
Secretary U. S. Department of the Interior
"Conservation, Reclamation, and the Remainder of the National Domain"

SATURDAY MORNING, SEPTEMBER 27

Address HON. W. A. DUNNING
Minister of Agriculture, Regina, Saskatchewan, Canada
"Canadian and United States Agriculture"

Address F. D. FARRELL
Dean and Director Kansas Agricultural College
"Prospective Agricultural Development of the Great Plains"

Address J. S. WANAMAKER
President American Cotton Association
"Cotton"

Address J. B. REYNOLDS
President Manitoba Agricultural College
"Climate and Its Relation to Agriculture"

SATURDAY AFTERNOON, SEPTEMBER 27

Address HON. JOHN BARRETT
Director-General Pan American Union
"Pan American Farming Co-operation"

Address HON. BRADFORD KNAPP
Representing United States Department of Agriculture
"The Department of Agriculture; A Review of Its Activities and An Outline for the Future"

Business Session
Election of Officers

Visiting Kansas City Industries

The National Biscuit Company.



The National Biscuit Company established their Kansas City factory in 1898 and have occupied the plant shown in the accompanying cut, located at Central and Milwaukee, since 1911.

The firm manufactures crackers and cakes, which are distributed in the states of Missouri, Kansas, Nebraska, Oklahoma, Arkansas, Arizona and New Mexico, under the well known trade names of "U-Need-A," "Premium," "Nabisco" and "Zu Zu."

The company has provided rest rooms and daily luncheon is served. This is patronized by practically all of the one thousand factory and office employees. A force of thirty-eight city and traveling salesmen is maintained. According to Mr. H. F. Steen, Local Manager, the plant contains about 380,000 square feet of floor space, the building being seven stories high with a basement. Eighteen selling branches are maintained in the principal western cities.

AUTOMATIC TELEPHONE LUNCHEON. (Continued from Page 663.)

will be maintained in the Chamber of Commerce rooms for an indefinite period where any member or citizen may come and demonstrate it himself to his own satisfaction.

The Special Telephone Committee recommended to the Board of Directors favorable consideration of the automatic for Kansas City and announcement was made by President Parsons at the close of the luncheon that it is planned to conduct a referendum among the members of the Chamber to secure a definite expression on whether or not it should be urged for Kansas City when the two local companies are merged physically.

Attending the luncheon were President W. Lee Vaughan and eight other directors, and Secretary Raymond B. Gibbs, of the Chamber of Commerce of Kansas City, Kansas, they having postponed a directors' meeting in order to have the opportunity of learning something about the automatic system.

Prior to Mr. Critchfield's talk Mrs. J. A. Prescott, President of the Y. W. C. A. spoke briefly in regard to their campaign for \$80,-

000 on September 29-30, the campaign having been carried over from last year in order not to conflict and compete with the many war campaigns then under way.

Speaking of the Y. W. C. A. work she declared it a civic enterprise as essential to the growth of Kansas City as many of the activities of the Chamber of Commerce and emphasized the obligation that Kansas City owes to its girls through the Y. W. C. A. and the organization known as the Camp Fire Girls. She reminded the men how the women had helped in war campaigns and now asked for their help.

Mr. W. T. Grant was introduced as the campaign manager for the women. He asked that every man present be ready to respond to any call that might come to him for service. He explained that the Y. W. C. A. and Camp Fire Girls were combining in order to eliminate one extra campaign. He referred to the wonderful gathering of business men to hear about the automatic telephone, declaring it represented the new spirit abroad in Kansas City and closed with the statement that the giving of service in the women's campaign is not all sacrifice; that out of such service every man derives great benefit.

Traffic and Transportation

STATE RATES UNDER PRIVATE CONTROL.

The question of the level of intrastate rates and charges in relation to interstate rates and charges after the carriers are restored to private operation and control, was discussed by The National Industrial Traffic League at its recent Pittsburg meeting. The transportation commissioner as a member of the Executive Committee of the League, suggested for adoption, a resolution favoring the continued filing of intrastate rates with the Interstate Commerce Commission and giving the Commission power to suspend the operation of any intrastate rate, fare, charge, or classification rule, prescribed or proposed to be changed by state authority, on a prima facie and clear showing that such state rate, etc., if put into effect, would result in undue prejudice and substantial injury to interstate commerce, and to the undue advantage and preference of state commerce, and providing that when suspended, the Interstate Commission and the state authorities would proceed to a joint public hearing, after which the Interstate Commission should be empowered to make appropriate findings and enter any order for the future as provided by the Act to Regulate Commerce.

The question was rejected in the Executive Committee but was carried to the floor of the League, where after considerable debate, a vote of 41 for, and 44 against, was registered.

The U. S. Supreme Court has held that when complaint arises as to the relation between state and interstate rates, the Interstate Commerce Commission has full power and the only power to determine the question of fact as to discrimination and to make findings thereon, and order into effect rates, state and interstate, that will be free from such discrimination or burden upon interstate commerce; that when such condition arises, the authority of the state must yield and the Federal authority must prevail.

The Esch-Pomerene Bill in the House and the Cummins Bill in the Senate of the present Congress, provides that after complaint and hearing, in such instances, that Interstate Commerce Commission shall put the state authorities on notice and provides for cooperative action between the state and Federal authorities in proceeding to a hearing of the facts, and then provides that after hearing the Interstate Commission shall enter any order provided by the Act to Regulate Commerce, that the circumstances may justify and require.

The purpose of the above proposed action was to prevent the unjust injury to interstate commerce before it happens by a stay of the proposed rates, rather than await the delay incident to complaints, hearings, arguments, findings and orders by the Interstate Commission, during which time the injurious effect of the intrastate rates upon interstate commerce is running and interstate shippers may be either losing business or suffering on such business as is done, by a shrinking of profits to equalize differences of freight under disparities of rates and charges, and to provide that the machinery which the present bills would create, to operate beforehand as well as afterward.

It is inconceivable that the state should have power to create a situation which it cannot law-

fully maintain, and notwithstanding, as urged by some, that constitutional provisions exist that render impossible the Federal authority being used to prevent the exercise by a state of its police powers, nevertheless the awkwardness and inconsistencies of the situation stand forth and protrude as a sore thumb.

The League ducked this proposition largely because of the self interest of certain localities whose representatives were voting, and it is a sad commentary upon a body of traffic experts that they will yield on a principle where the local conditions here and there give indefensible advantage to certain interests.

It may be said that Kansas City, Mo.-Kans., represented in the meeting at Pittsburg by the transportation commissioner, situated on an imaginary state line, should be in a position to benefit from state made rates, and that is true; but for such a community to hold to the advantage of state authority, temporary as it may be and is, when complaint is made and sustained by competent proof, is to exalt state traffic and state authority to the primary position of setting and controlling the relation between state and interstate rates, a power which the U. S. Supreme Court says does not exist when the state authority is abused.

CAR SITUATION.

Walker D. Hines, Director General of Railroads, on September 11 authorized the following statement relative to the car situation in the United States:

"The Railroad Administration is fully alive to the importance of the car supply situation in the United States and is handling the matter energetically.

"Instructions have been issued to all the Regional Directors urging them to bend every effort

1. To speed up road and yard movements.
2. To secure heavier loading of equipment.
3. To establish and maintain complete and accurate yard checks.
4. To reduce the number of bad order cars.
5. To make prompt delivery to connections.
6. To effect early deliveries at freight houses and team tracks and,
7. To expedite the movement of grain cars in terminals.

"Instructions have also been issued for the establishment in each important terminal of a committee of officers of the Railroad Administration whose duty it will be to study and expedite the movement of cars, empty and loaded, in their respective terminals.

"Every effort is being made to speed up the construction of the 100,000 freight cars ordered by the Railroad Administration last year and to place in service such of these cars as are still in storage. The Railroad Administration has decided to place all these cars in service irrespective of whether or not the allocations are accepted by the Railroad corporations.

"On September 6, 1919, 54,068 of these cars were completed and in service and 17,469 were in storage awaiting lettering and numbering. The total number of cars in storage was reduced from 34,215 on August 1, 1919 to 17,465 on September 6, 1919 During the week ending

(Continued on Page 667.)

TRAFFIC AND TRANSPORTATION.

(Continued from Page 666.)

September 6th, cars in storage were stencilled and placed in service at the rate of 616 per day. New cars at the rate of 218 per day were completed and placed in service, thus making a total of 834 cars per day placed in service.

"All available railroad shops are being used for the purpose of supplementing the work of the car shops in stencilling cars in storage. The total number of these cars placed in service will increase during the next few weeks."

KANSAS CITY TERMINAL CONSTRUCTION PROJECT.

Mr. E. F. Swinney, President Kansas City Terminal Railway Company, returned from Washington on September 18 and says there is absolutely nothing in the report that the owning roads of the Terminal Company were arranging to raise \$10,000,000 for work here. He attended a meeting of the Executive Committee of the Company last Saturday and such a proposition was not even mentioned. He said the roads had been trying to devise some means whereby they could raise \$600,000 to be used on work in Kansas City, Missouri, Kansas City, Kansas and to make a payment on five engines allocated the Company by the Railroad Administration, these engines costing \$220,000, on which they must pay 25%, and balance to be financed by Car Trust Certificates; but this financing has not been completed, as one of the roads has not agreed to the proposition, and several others are without funds to pay their part.

They are trying to get the Director General of Railroads to advance for these roads, but this has not been done yet.

The Chairman of the Executive Committee is on the Pacific Coast and Mr. Swinney says he is wiring him to be here the last of this week and by that time hopes matters will develop whereby the Company can show to the two cities the situation and come to an agreement by which certain work can be started.

The railroads realize the Fifteenth Street Subway and the Kansas City, Kansas, station should be started, but the Company is powerless until the way to get the funds is arranged. If they raise the \$600,000 it will have to be spread over several points of the system, but under no circumstances are they trying or thinking of getting the amount beyond \$600,000, as it would be out of the question to think of such a thing, and would deter the financing of the smaller amount at this time.

1,000 ADDITIONAL TANK CARS.

The Union Tank Line Company is making inquiries looking toward the contracting for 1,000 additional tank cars, which it is believed when placed, will break the ice for heavy ordering of additional railroad tank equipment.

MATTERS BEFORE DISTRICT COMMITTEES
St. Louis Committee.

Docket 1253. Proposed to amend all tariffs that are subject to W. F. T. B. Circulars I-N and 17 by canceling all rates and rules on coal foundry facings and articles taking rates leaving classification rating to apply; also to amend rule 250 circular I-N and rule 930 circular 17

which provides for class "A" rating on Gannister Rock Ground Coal, Ground Fire Clay and Crushed or Ground Brick in straight or mixed carloads to restrict the class "A" rating to apply on mixed carloads only. (Sept. 24.)

Docket 1268. Proposed to cancel rules in individual lines tariffs providing that grain, grain and products refused at destination account being received in damaged condition may be returned to shipping point at one-half of the tariff rate under which shipment originally moved. (Sept. 24.)

Docket 1269. Proposed to add sorghum meal to list of articles named in item 5-F, Missouri Pacific Circular 2-0 upon which transit privileges are allowed. (Sept. 24.)

FREIGHT CLAIM SITUATION.

Regional Director Aishton of the Northwestern Region, makes the statement that the roads in his region are fast getting control of the freight loss and damage situation, and as proof publishes the following statement, showing claims received and on hand over four months old, April to July 1919. The roads in the Northwestern region are to be congratulated on this showing:

Unsettled.

April 1, 1919, 141,204; May 1, 1919, 129,617; June 1, 1919, 118,247; July 1, 1919, 104,518.

Over Four Months Old.

April 1, 1919, 65,076; May 1, 1919, 53,874; June 1, 1919, 52,368; July 1, 1919, 47,600.

Such results are extremely gratifying to shippers.

FREIGHT CLAIM SITUATION.**Omaha Committee.**

Docket 386. Proposed to cancel commodity rates on canned goods, C. L., between lower and upper Missouri river points. (Oct. 3.)

(Continued on Page 668.)

Skylark Gasoline**Made in Kansas City****Bell Main 681****Home Main 9130****EDW. W. SIMON CO.****Direct Distributors****"PANAMA"****CARBON PAPERS-INKED RIBBONS****1035 Wyandotte St.****SEND TO****SQUIRE ELECTRICAL CO.****FOR****Electrical Repairs for
Everything Electrical**

TRAFFIC AND TRANSPORTATION.

(Continued from Page 667.)

Docket 387. Proposed to cancel rates indicated below account on movement there under and no prospect for movement in the future. Hearing to be announced later.

C. B. & Q. Tariff 2713-II.

Omaha, Council Bluffs and Kansas City.

Item No.

575 Alcohol, Liquors.
From Kansas City to Omaha, etc.

670 Butter refuse.

690 Car wheel shavings.

Omaha etc. to Kansas City.

730 Cullett, broken glass.

Kansas City to South Omaha.

737 Fouts, Cottonseed.

Kansas City and Omaha, etc.

753 Glycerine.

780 Iron Mill Cylinders.

870 Paper.

875 Paper, straw wrapping.

878 Rags, rope, old paper, scrap.

885 Railway material.

893 Sal soda.

965 Coal tar.

990 Zinc sulphate of

Sioux City and Missouri River Points.

1000 Alcohol, spirit and whiskey.

1015 Bags.

1025 Bags.

1045 Butter, Eggs and Dressed Poultry.

1050 Canned Goods.

1070 Furniture.

1072 Glue.

1073 Glycerine.

1080 Iron.

1114 Potash.

1120 Sauerkraut.

1125 Soap.

1180 Coal.

1197 Glycerine.

1200 Hides.

1235 Oil.

1250 Railway equipment.

1255 Sash Weights.

C. B. & Q. Tariff 5000-B.

Missouri River to Neb. and S. D. Points.

22602 Glauber's salts.

Kansas City and Plattsmouth, Neb.

22605 Vitrol, blue.

22629 Cooperage.

Kansas City to Sterling, Colo.

22534 Brick.

Missouri River Points to Sheridan, Wyo.

22715 Apples.

Missouri River Points to Falls City, Fairbury
and Lincoln, Nebraska.

Western Newspaper Union

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Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field

ADVERTISING RATES

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304 W 10th St. Both Phones Main 193

22742 Ice.

Kansas City to Lyons and Oakland, Neb.

22785 Sash weights.

Kansas City to Hot Springs, S. D.

22796 Structural steel.

Kansas City to Lincoln, Neb.

22900 Oil, cottonseed.

Kansas City to Dakota City, Lyons, Oakland,
etc.

22955 Paper, building and roofing.

Kansas City to Dakota City and Winnebago.

23070 Soap and soap powder.

Kearney to Kansas City.

23160 Celery.

C. M. & St. P. tariff 4072-A

Sioux City to Kansas City.

Flax seed.

C. M. & St. P. Tariff 7280-D.

Sioux City to Kansas City.

75 Beer.

315 Liquors.

U. P. Tariff 3000-A.

Kearney, Neb., to Kansas City.

1405 Celery, C. L.

Kansas City to various Nebraska points.

2200 Soap.

New Orleans Committee.

Docket 513. Emergency. Proposed to establish minimum weight of 80,000 pounds on crude sulphur and 40,000 pounds minimum on refined sulphur. Consideration will also be given the increased rate on refined sulphur from Louisiana producing points to interstate points.

San Francisco Committee.

Docket 2430. Proposed to establish commodity rate \$1.12½ per 100 pounds, minimum weight 66,000, on soya bean oil, solidified, C. L., from Missouri river to California terminals in lieu

(Continued on Page 669.)

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displaces metal plate equipment. The Elliott uses a typewriter stencil—made on your own typewriter. It's simple and economical.

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THE ELLIOTT COMPANY

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DENTON ELECTRICAL SERVICE

317-319 E. 17th Street, Kansas City, Mo.

A Shop Equipped to Furnish Anything Electrical

TRAFFIC AND TRANSPORTATION.

(Continued from Page 668.)

of present rate \$2.00 per 100 pounds, minimum 30,000 pounds. (Oct. 2.)

Docket 2458. Proposed to amend rule 13 T. C. F. B. tariff 1-Q to provide for mixture of grain products as follows: (Oct. 8.)

"Grain products in fibre cans or cartons in barrels or boxes; in bulk in barrels or bags or boxes, may be mixed in carload lots subject to the highest carload rate and minimum weight applicable to any grain product contained in the car."

RATES AUTHORIZED.

F. R. A. 12619. Authorizes new line of distance rates on molasses feed, C. L., between points in Iowa on C. R. I. & P., C. M. & St. P., and C. & N. W. R. Rs. C. & N. W. tariff to be amended to provide application of corn, C. L. rates on live stock feeds and molasses feed, C. L. from Omaha (when originating beyond) to stations in Iowa.

F. R. A. 12745. Authorizes commodity rate 21½c per 100 pounds on canned pumpkin straight C. Ls. or in mixed C. Ls. with canned corn from Atlantic, Ia., to Kansas City.

F. R. A. 12809. Authorizes rules governing package requirements of oils as described in item 280 page 21 T. C. F. B. tariff 30-D which names import rates from Pacific Coast ports to eastern points.

F. R. A. 13287. Authorizes rates to become effective October 15, from Nebraska stations west of Aurora on the C. B. & Q. R. R., extending through Aurora, Broken Bow and Alliance, also points on the Ericson Burwell and Sargent Branches of C. B. & Q. R. R. to Omaha, Neb., on cattle also sheep in double deck

cars 5c and on sheep and hogs in single deck cars 6c per 100 pounds less than rates at present in effect from the same points to Kansas City and St. Joseph, Mo.

Your advertisement in the Kansas Citian will be read each week by 4,600 Kansas City business men. Rates reasonable.

OIL BURNERS

Advance Oil Burner Company

Manufacturers of and Dealers in

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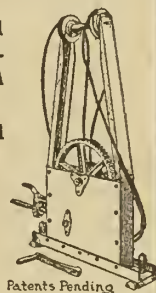
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Equip your Dump Bed with a Columbian Lifting Hoist and you will save TIME and LABOR.

Write for illustrated folder "80."

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AWNING STORAGE

WE WILL TAKE DOWN YOUR AWNINGS,
STORE THEM FOR THE WINTER, PROTECT
THEM WITH INSURANCE AND PUT THEM
UP NEXT SPRING. ∴ ∴ ∴ ∴ ∴

Work Done By Experienced Men.

Awnings Stored so they will not deteriorate.

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ESTABLISHED 1870

KANSAS CITY,

MO.



Better Express Service

will be discussed by

Edward V. Cornell, of New York

General Attorney, American Express Company,

at the

Bi-Weekly Luncheon

Francis I Room, Baltimore Hotel

Wednesday, September 24,

12:15 o'clock.

Mr. Cornell has for fifteen years handled claims and litigation for express companies. He was formerly General Attorney for the Adams Express Co.

He believes in express companies giving such service that claims will be eliminated as far as possible, contending that they cause nothing but trouble and expense.

EVERY MEMBER SHOULD ATTEND.

Good Fellowship Trippers Reunion

Doric Theatre,

Wednesday Evening, September 24.

Special program, including one thousand foot film review of the Good Fellowship Tour.

Special music between performances by the Y. M. D. Quartet. The Regular feature film "The Other Half", at both performances. Be there at 7:45 or 9:25 o'clock to see the Y. M. D. Boosters on the screen.

Bring your family and friends.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 39

KANSAS CITY, TUESDAY, SEPTEMBER 30, 1919

Annual Meeting October 7

Campaign for Increased Production

One authority says "Limitation of output can only diminish the amount of food, clothing and other desirable things which the individual income will buy. It enriches nobody and impoverishes everybody. When restricted production raises the price of necessities the great sufferers are the wage workers, for they are the great consumers. The profiteer does not create scarcity. Scarcity creates the profiteer. He has no opportunity until scarcity gives it to him. Present high prices are bound to go still higher unless the production of the individual worker all over the world is increased."

Automatic Telephone Referendum

Statement of Kansas City
Missouri River Navigation Co.

Safety Council

Better Express Service

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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THE CHAMBER OF COMMERCE OF KANSAS CITY

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RENEW EFFORT ON CONVENTION HALL ANNEX.

One of the first activities of the Board of Directors at its meeting last week was to call for a report on the status of the Convention Hall Annex project. On learning that absence from the city of first one member of the committee and then another and inability to get in touch with others interested or identified with the project had combined to slow up progress, it was agreed that the matter be again taken up. A meeting was immediately authorized by Chairman James Ketner of the Chamber's special committee in charge of the proposition.

WHAT ABOUT NEW QUARTERS?

Almost the first question on every member's lips on his return from his vacation or in the first Chamber of Commerce meeting that he has attended since the renewal of activities, has to do with the question of new quarters. This is a subject that refuses to be obscured by the League of Nations of anything else. With the very broad scope of the Chamber's work, increasing right along as it is, necessitating more meetings and accommodations for these meetings, and requiring as it does a more business-like layout for the staff, and bringing increasing numbers of members and others to the Chamber's headquarters, it is more than ever evident that a more central location is extremely desirable.

Negotiations have been under way for some time between the House Committee, of which Mr. W. S. McLucas is Chairman, and the Athletic Building Association, representing the Kansas City Athletic Club. Summer absences from the city have interfered with these negotiations, but now they will be quickly brought to a close and a decision reached either to rent one entire floor in the new Athletic Club Building, under construction at Eleventh and Baltimore Avenue or abandon the idea of going there. Members may expect a definite statement on this very shortly.

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Your Advertisement in the Kansas Citian
will be read by 4600 business men.

Annual Meeting

AS BRIEFLY announced in last week's *Kansas Citian* the annual meeting will be held on October 7 and it will be held in the evening, instead of doing as was done last year, conducting it in the form of a luncheon. That was on account of war conditions.

The meeting this year will have more of the features of the annual meetings held in the Chamber of Commerce rooms in years past. It will give not only President B. A. Parsons an opportunity to briefly review the work of the year, and provide for the introduction and installation of the new president, Mr. W. S. McLucas, but will be a membership reunion on bigger, broader and better lines than ever before. It will have all of the attractive features of the past with all of the *Kansas City* spirit of the present.

To accommodate such a gathering as will assemble, the *Baltimore Hotel* has reserved not only the *Francis I Room*, but the *White Room* immediately adjoining and there is no doubt that both will be needed. The evening of October 7 will be one that will be made a mile stone in *Kansas City's* business history and every member should mark his calendar forthwith so that there will be no possibility of overlooking the date or later finding a conflicting engagement.

A noon meeting would be too short for the business that will be necessary to transact and it is much more desirable to have the members come there with nothing of a business nature on their minds calling for their hurried departure. Light refreshments will be served.

Both President Parsons and President-elect McLucas intend that it shall be a membership rally, an outward expression of the membership's interest in what the Chamber is doing and what may be done in the coming year.

Increased Production

THE Board of Directors at its meeting last week authorized and instituted a campaign for increased production, this to apply to a maximum production not only in agriculture but in industry and every line of business activity.

The war has left the whole world short of supplies and it is very largely if not almost entirely a responsibility of the United States to feed the world as it has practically done for the last four years and refill all of the depleted warehouses of the nations.

Not only has the world a shortage of food stuffs to be met, but every business man is keenly aware of the difficulty he is experiencing in getting material, equipment and supplies. His experience is but a reflection of what exists throughout the entire world.

In an economic way maximum production will alleviate a major part if not all of the high cost of living, as there will be more goods that the wages of today will buy. The value of wages is not represented by the amount in money, but by what they will purchase and the raising of wages in the face of restricted production is not the solution. No matter what the wages are the hope for the future is more goods that money may buy.

According to President Woodrow Wilson "the immediate and pressing need of the country is production, increased and increasing production in all lines of industry."

Ex-President William Howard Taft insists there is urgent need for all the necessities of life to insure industrial stability and to reduce the cost of living and that one of the main sources of high prices for commodities is the necessity for replenishing stocks which were reduced by war.

Secretary of Labor W. B. Wilson tells employers and employees alike

(Continued on Page 681.)

AUTOMOBILE DEALERS' TOUR IS A GOOD THING.

When the report of the Good Fellowship Automobile Tour of September 11-13 was made to the Board of Directors at their meeting September 23, attention was also called to the Victory, Good Roads and Trade Tour of the automobile dealers' association.

The board thereupon passed a resolution directing a communication to the automobile dealers commending them for their enterprise and predicting that it would be not only productive of good results to the automobile trade, but would be a splendid advertising feature for Kansas City.

No matter into what size of towns the automobile men plan to go, the gospel of Kansas City will be spread by one of the liveliest elements in Kansas City business life.

G. O. P. CONVENTION.

The special Committee appointed by the Board of Directors to conduct a campaign in an endeavor to have the Republican National Convention hold its session in Kansas City in 1920 was rather inactive during July and August as little co-operation could be expected from any source while the hot weather lasted.

However, much preliminary work has been done, the Chamber has sent a formal invitation to the National Committee, each member has been advised that Kansas City is a candidate for the Convention. A representative of the Chamber of Commerce has had a personal conference in Washington while Will H. Hays, National Chairman, when Kansas City's advantages were placed before him his advice was, "to go to it."

Many encouraging letters have been received and the committee which consists of E. R. Sweeney, James Ketner, and E. M. Clendening, decided at a recent meeting to call into conference the leading Republicans of the city for the purpose of acquainting them with what has been done and to ask their advice for further efforts.

Invitations have been issued to about one hundred and fifty asking them to be the guests of the Chamber at an informal dinner to be given Wednesday evening, October 1, at the Muehlebach Hotel. Mr. B. A. Parsons, President will preside.

At this dinner complete report of what has been done will be submitted, and advice will be sought as to the next step to take. The only obligation requested at this time is the presence of those who have been invited.

WORK OF THE LEGISLATIVE COMMITTEE APPRECIATED

While the fiscal year just closing has been marked by unusual service of members on Committees, a committee that the Board of Directors considers entitled to special mention for its devotion to its purpose throughout the entire twelve months consists of the following: Wash Adams, Chairman; Rees Turpin, Sigmund Harzfeld, O. V. Wilson, H. V. Jones, Pierre R. Porter, R. L. Redpath.

No matter how often or when it was necessary to have this committee act on some matter of legislation, either national, state or municipal, Chairman Adams was always ready to authorize a meeting and his associates equally ready to respond. The Board therefore feels that the membership's legislative interests have been unusually well looked after this year and are expressing commendation in a formal way to Mr. Adams and his fellow members on the committee.

WILL ENTERTAIN INDIAN COMMISSION.

When the High Commission of India, consisting of nine members, visits Kansas City on October 9, it is planned by the Board of Directors to extend to them official recognition in the shape of an informal luncheon. The Commission consists of inspectors of government prisons and is visiting federal prisons throughout the United States. It consists of:

Honorable Sir Alexander Cardow, K. C. S. I., Member of the Executive Council of Madras.

Honorable Sir James Du Boulay, K. C. I. R., C. S. I., Secretary to the Government of India, Home Department.

Lt. Col. J. Jackson, C. I. E., I. M. S., Inspector-General of Prisons, Bombay.

Lt. Col. Sir Walter J. Buchanan, K. C. I. E., I. M. S., Inspector General of Prisons, Bengal.

Khan-Bahadur Hamid Hussian.

Mr. D. M. Durai Raja, B. A. B. L.

Mr. N. G. Mitchell-Innes, Inspector of Prisons, Home Office, London.

Mr. D. Johnstone, I. C. S.

Kansas City has the geographical location, the railroad facilities, hotel accommodations, the greatest Convention Hall in the country, and Missouri is debatable ground for the Republican Party.

The question is, does Kansas City want this convention and are its people willing to pay the price to try and secure it?

INTERNATIONAL TRADE CONFERENCE POSTPONED.

On account of delays incidental to the departure of the business delegates of France, Italy and Belgium, the Chamber of Commerce of the United States announced last week the postponement of the International Trade Conference which was to have been held at Atlantic City this week to the week of October 20, when the same general program will be followed as had been prepared for this week.

This will have the effect of changing the dates of the contemplated visit of the members of the foreign delegations to Kansas City. The original dates for their coming were October 13 and 14. Just when they will now come has not been definitely determined, but will presumably be around the beginning of November. At that time the committees announced in last week's Kansas Citian will carry out the same arrangements as were contemplated for the earlier dates. General Chairman W. S. McLucas has matters well in hand, having had a conference with the chairmen of the committees on Program, Belgium, England, France and Italy last Friday.

The only apparent inconvenience from Atlantic City was in connection with the seven or eight members of the Chamber who had expressed their intention to attend as representatives of Kansas City. It is expected that practically all of these will rearrange their affairs so as to be able to go later in October and it is believed that others will be induced to go, giving Kansas City a larger showing.

Every member is urged to note in The Kansas Citian from week to week the plans for the reception and entertainment of the Foreign Missions when they come to Kansas City as it is each man's responsibility to contribute in every possible way to the success of their visit.

OLD BOARD OF DIRECTORS MEETS ONCE MORE.

When the Board of Directors adjourned its meeting of September 23, at ten minutes after ten o'clock p. m., it adjourned to meet once more as the governing body of the present fiscal year on Friday evening, October 3. At that time the affairs of the year will be closed and steps taken to turn them over to the new administration that will be formally installed at the annual meeting the evening of October 7.

REFERENDUM ON AUTOMATIC TELEPHONE FOR KANSAS CITY.

Every member of the Chamber of Commerce will have presented to him within a day or two an opportunity to express himself in favor of or opposed to a change in Kansas City's telephone service, the point being whether or not when the physical merger of the two local companies is made automatic equipment shall be substituted for the present manual equipment.

A referendum* is being prepared that will be mailed as soon as ready in form best adapted to the securing of the fullest possible expression of the membership on a subject of such importance every member should exercise his right to vote. Every man has had telephone experience. He has his judgment as to whether or not it is satisfactory, and whether or not he has had experience with the automatic he at least has the benefit of the report of a committee of his fellows who recently investigated the subject and spent just as much time if not more trying to locate defects as in determining its merits.

There is an urgency in the matter that is not apparent to the average member. The trend of the times is swift in the direction of automatic equipment. Mr. H. D. Critchfield who spoke at the bi-weekly luncheon, September 17, reported that in the short time that had elapsed since the Chamber's committee made its tour of investigation at the beginning of August, New York, Chicago, Detroit and Cleveland have all decided in favor of the automatic and have announced that their installation will be made as fast as equipment can be secured.

The special committee's report covered what is going on in other cities and indicates a demand for equipment that far exceeds the possible supply during the next five years or more. Therefore, if Kansas City wants automatic equipment either in the business district or throughout the entire city, it should get its bid in right away.

The Kansas City Telephone Company has said that if the people of Kansas City want the automatic exclusively they may have it, but it is necessary for them to say so for the reason that a change to automatic involves a tremendous investment, much greater than for renewal or extension of the manual, but when once installed it is less expensive to operate and that therefore there would be no increase in rates by reason of the change, and every person informed on the subject so far interviewed favors the change to automatic service.

Directors Receive Boat Line Report

ON THIS page appears a statement of the Kansas City Missouri River Navigation Company, from the audit of Smith, Brodie and Lunsford, Certified Public Accountants, of date December 31, 1918.

This statement is the first that has been made public and was presented by President Walter S. Dickey of the Navigation Company to the Rivers and Harbor Committee of the Chamber at a meeting held September 16. Immediately following that meeting several of the committee members verified the statement as far as its securities are concerned. The report has since been presented to the Board of Directors and formally accepted.

The submission of this report was the result of action taken by the Legislative Committee June 16, 1919, and by the Board of Directors a few days later. At that time the Legislative Committee submitted and recommended to the Board the following resolution which, however, the Board did not approve or adopt until something of the Navigation Company's financial status might be learned:

"As citizens of Kansas City, we recommend to the Board of Directors the passage of a

resolution in substance as follows, and that it be published in the papers:

Resolved, that the Chamber of Commerce heartily approves the stand taken by President W. S. Dickey against the liquidation of the Missouri River Navigation Company. The Chamber of Commerce regards the maintenance of this company as vital to the welfare of Kansas City. They believe the men who subscribed over a million dollars to start this enterprise were actuated by high public motives and that their purpose to make the boat line a success ought not to be abandoned, but persisted in and carried forward, and if need be, enough money should be raised to remove any doubt of its ultimate success. The Chamber of Commerce stands ready to give its aid to this worthy enterprise."

In this connection the proceedings of the Rivers and Harbor Committee meeting of September 15, show \$1,500 being raised among the business men of the city most interested in river improvement to meet Kansas City's obligation to the National River and Harbors Congress. And report was made to the Board of Directors last week that the committee is planning strenuous efforts to be made at Washington the forthcoming winter in order to insure a more liberal appropriation for the Missouri River than it has been receiving.

STATEMENT KANSAS CITY MISSOURI RIVER NAVIGATION COMPANY December 31, 1918

ASSETS			
Floating Equipment		\$ 97,027.54	
Less: Reserve for Depreciation		12,167.67	\$ 84,859.87
Terminal Property		28,022.73	
Furniture—General Office		200.06	28,222.73
*Cash—(Subsequently Invested in Government Bonds)			471,020.44
Liberty Loan Bonds			32,400.00
Accounts Receivable			6,974.03
Grain Bags—(Subsequently Sold)			3,003.39
Accrued Interest on Stock Subscriptions			80,293.00
Employees' Working Funds			1,826.55
Capital Stock	LIABILITIES		\$ 708,600.01
Common		\$ 2,000.00	
Preferred		1,200,000.00	
Less Unpaid Subscriptions		109,171.88	1,009,828.12
Accounts Payable			8,529.35
(Current Monthly Items and Claims in Process)			
Wages Held Back			118.35
Due Employees for Expenses			45.95
(Paid in January, 1919)			
			\$1,020,521.77
Deficit—(Deducted) (For Entire Period of Operation)			311,921.76
			\$ 708,600.01

Better Express Service

THE speaker at the mid-week luncheon, September 24, Edward V. Conwell, general attorney of the American Railway Express Company, New York City, has a peculiar faculty in driving home the necessity of properly packing and marking express shipments. Mr. Conwell's address, he explained, was part of the general program of the American Railway Express Company in placing before the public generally, and especially the shipping public, the necessity of packing and marking express shipments properly.

When a shipment is made the idea and purpose is to effect a delivery. Neither the shipper nor consignee wants the privilege of filing a claim. The seller wants a shipment to reach his customer; the customer wants to receive the goods in good order.

Mr. Conwell explained that he was not coming before the public to substitute an alibi for any of the short-comings of the Company; his purpose simply being to explain the situation as it exists, and to offer suggestions whereby the public could assist in improving the service.

A continued source of trouble is the failure to mark packages correctly. Nineteen "No Mark" Bureaus are maintained throughout the country, which are the dead letter offices of the Express Company. To these bureaus are sent packages that cannot be identified, which is mainly because of obliterated marks. For the period of July 1 to November 30, 1918, 127,857 shipments reached the "No Mark" Bureaus, or an average of 25,500 per month, half of which consisted of hardware. A substantial improvement is being effected, by the campaign. This is shown by the fact that in the month of March, 1918, 61,823 shipments reached the "No Mark" Bureaus, of which 19 per cent were identified and finally delivered. For the same month this year, only 8,200 shipments were sent to the "No Mark" Bureaus, of which 75 per cent were finally identified and delivery effected.

Mr. Conwell pointed out an instance where a woman moving from Brooklyn, to New York City, and shipping her trunk by express, instructed the driver of the Express Company to mark the trunk properly when he reached the express office. This the driver failed to do, with the result that as the trunk contained an old mark, it was sent to Hamburg, Germany. In the meantime, the woman having all her clothes in the trunk, was destitute, and had to seek

the assistance of a charitable institution. Of course the driver was at fault in accepting the trunk under those conditions, but if the woman had exercised proper care to see that the trunk was properly marked, the loss and trouble would not have resulted.

A firm in Chicago shipping ammunition C. O. D. throughout the West uses a container which bears on the side, the marks of another concern which is located in Springfield, Massachusetts. As a result remittances to cover the ammunition are constantly being sent to the Massachusetts firm.

The speaker pointed out that in prosecuting thieves, the company is in reality performing a public duty, because as most shipments are made on released valuation, the public in reality is being robbed and not the express company.

Mr. W. I. Drummond, Chairman of the Board of Governors, International Farm Congress and Soil Products Exposition, announced the opening of the Fourteenth Annual Exposition and Congress in Convention Hall that evening. He made it clear to his audience that it was very largely a Chamber of Commerce proposition, that it would not have come to Kansas City had it not been for the C. of C., and that Kansas City had a financial interest in it to the amount of \$15,000.

He gave a brief outline of what the Soil Products Exposition is, what it means not only to Kansas City as the "center of agriculture," but to the states immediately surrounding it. In addition to urging attendance of members for the pleasure they would get out of it he emphasized the necessity for strong Kansas City support if the exposition is to be a permanent thing for Kansas City, and that every man has in that way a personal responsibility.

The luncheon was under direction of the Traffic Department and was presided over by Vice-President C. W. Lonsdale.

SUNDAY SCHOOL CONVENTION.

In the Kansas Citian of September 9, announcement was made of the Missouri State Sunday School Convention to be held this month. That information was in error as the correct dates for the convention are November 18-21.

TWENTY-ONE NEW CONCERNS FOR K. C. IN AUGUST.

Here is a list of new concerns which started business in Kansas City during the month of August:

Great Western Body Co., 1132 West 18th St., branch of Omaha, wholesale distribution of commercial truck bodies and carburetor heaters.

Kanter Brothers & Co., 1413-15 West 5th St., manufacturers of mattresses, box springs, pillows. Capitalized at \$5000. Local Company.

Kansas City Brick Co., 220 Reliance Bldg., manufacturers of brick, capitalized at \$150,000. Local Company.

Davis Bakery System, 607 East 12th Street, bread and bakery products. Local company capitalized at \$6000.

Babst Hughes Motor Co., 2710 McGee Street, wholesale distributor for automobiles. Local company capitalized at \$40,000.

Chemical Specialties Co., 327 Southwest Blvd., manufacturer of carbon removers, furniture and auto polish. Local company capitalized at \$5,000.

E. L. Bruce Co., 17 East 10th Street manufacturer and wholesale distributor of oak flooring, moldings and lumber. Sales branch of Little Rock, Arkansas.

Burge Fence and Iron Works, 1209 Independence Avenue. Manufacturer of iron fencing, fire escapes and window guards. Local company capitalized at \$1,000.

Meek Oven Manufacturing Co., 2001 Washington Street. Local company is manufacturer and distributor of bakery equipment (ovens). Territory, all west of Ohio, including Canada. Capitalized at \$150,000.

Vespers Motors Co., 19th and Campbell, wholesale distribution of automobiles and trucks in Western Missouri and Eastern Kansas. Local company capitalized at \$50,000.

Burrell Engineering & Equipment Co., 1817 McGee, engineers and designers and builders of mills, elevators, warehouses, ice and cold storage plants, bridges and paved roads, motor trucks and accessories in Missouri, Kansas, Oklahoma and northern Texas. Capitalized at \$500,000.

American Steel Grave Vault Co., 4945 College avenue, distributors of steel burial vaults, branch of Gallion, Ohio, handling all territory west of the Mississippi River.

Briggs & Maddox Tire Co., 1923 McGee, retail distribution of solid and pneumatic tires. Local company capitalized at \$20,000.

Great Western Cake & Feed Co., 910 L. S. Exchange, wholesale distribution of cotton seed products in Oklahoma, Colorado, Kansas, Nebraska, Iowa, Missouri, New Mexico and Wyoming. Local company.

Southwest Rubber Footwear Co., 908 Broadway, wholesale distribution of rubber, canvas, and leather footwear in west and southwest. Local company capitalized at \$25,000.

Moon Distributing Co., 1712 Main Street, wholesale and retail distribution of automobiles. Local company capitalized at \$30,000.

Shamrock Welding & Boiler Co., 262 West 4th street, manufacturer of boilers, tanks, smoke stacks, kettles and welding of all kinds. Local company capitalized at \$10,000.

Durham Manufacturing Co., 1518 Grand Avenue, manufacturer of tires and accessories. Local company capitalized at \$25,000.

PROGRAM FOR EMPLOYMENT MANAGERS' COUNCIL MEETINGS.

Here is the program which has been outlined by the Program Committee of the Employment Managers' Council beginning with October 1:

Oct. 1. "Wage Fixing and Profit Sharing."—Byron O. Taylor, Employment Manager, Chamber of Commerce.

Oct. 15. "Value of Centralized Employment Department and the Employment Manager's Job."—C. C. Koehler, Employment Manager, Standard Oil Co., Sugar Creek.

Oct. 29. "Managing Men."—Andrew Young, Vice-Pres. and Gen. Mgr. Montgomery Ward & Co.

Nov. 12. "The Laboring Man's Psychology."—Geo. McKinney, Bishop Press.

Nov. 26. "Training Employees." (Speaker not chosen.) "What the Schools Can Do to Help." (Speaker not chosen.)

Dec. 10. "Factory Efficiency."—Solomon Stoddard, Pres. K. C. Bolt and Nut Co.

Jan. 7. "Women In Industry."—Miss Carrie Lee Thomas, Employment Manager, Bell Telephone Co.

Jan. 21. "Advertising Power and Advertising Value of Contented Employees." (Speaker not chosen.)

Feb. 4. "What Are Fair Working Conditions?"—Miss Linna Bresette, Secretary, Industrial Welfare Commission, State of Kansas.

Feb. 18. "When and By Whom Should Employees Be Fired, and Responsibility and Authority of the Employment Manager."—Dr. Loeb, Missouri University.

GULF STEAMSHIP SERVICE.

The Board of Directors at the meeting, September 23, approved the resolution represented by the Traffic Council, asking that regular specified schedules of sailings be put in force and be maintained from Gulf Ports, to adequately serve the foreign trade of the Mississippi Valley.

Copies of the resolution will be sent to the Chairman of the Shipping Board, and to senators and representatives in Congress.

Elwood Motors Co., 1608-10 McGee street, wholesale and retail distribution of automobiles and accessories in Missouri, Kansas, Oklahoma. Local company, capital \$200,000 paid in.

Davis & Hunt Grain Co., 221 Board of Trade building, partnership doing grain commission business.

J. M. Cook, 223 Board of Trade, Hay, Grain and mill feeds. Capital \$35,000.

EMPLOYMENT MANAGERS' COUNCIL.

Mr. B. O. Taylor, Employment Manager in charge of the Soldiers' and Sailors' Employment Bureau at the Chamber, will be the speaker at the Employment Managers' Council meeting tomorrow, Wednesday afternoon, at 4:00 o'clock in the Chamber of Commerce rooms.

Mr. Taylor will have as his subject, "Wage Fixing and Profit Sharing." Every employment manager is urged to be present.

Memberships in the Council continue to come in, the following concerns having taken membership to date:

Security Stove & Mfg. Co.
Faultless Starch Co.
K. C. Light & Power Co.
Burdett Mfg. Co.
Berkowitz Envelope Co.
Cudahy Packing Co.
Manual Training High School.
Drovers National Bank.
Scottish Rite Temple.
City Ice & Storage Co.
Home Telephone Company.
Proctor & Gamble Distributing Co.
Irving-Pitt Mfg. Co.
Faeth Iron Co.
Mr. C. H. Koehler, Standard Oil Co.
F. W. Woolworths Co.
Bemis Bros. Bag Co.
Loose-Wiles Biscuit Co.
K. C. Stock Yards Co.
New England National Bank.
Morris & Co.
Peet Brothers Mfg. Co.
Forrester Nace Box Co.
K. C. Railways Co.
Townley Metal Hdw. Co.
Kansas City Bolt & Nut Co.
Automatic Bookkeeping Register Co.
Part Time School, Board of Education.
Y. W. C. A.

POSTAL EFFICIENCY COMMITTEE.

Preparatory to formulating a final report covering their investigations of postal efficiency in Kansas City, the members of the Postal Efficiency Committee will inspect the post office in a body this week and also

SAFETY COUNCIL MEETINGS.

Three important meetings launching the year's accident prevention campaign of the Kansas City Division, National Safety Council were held last week in the Director's room, Chamber of Commerce.

The Public Safety Committee meeting at 4 o'clock, Thursday afternoon, was attended by about 35 city officials, business men, and leaders of clubs. Women's club life of the two Kansas Cities was well represented.

After addresses by Mr. D. D. Neville of the Local Safety Council and Mr. W. R. Rasmussen, Field Secretary of the National Safety Council, Mr. Henry D. Faxon was elected temporary chairman and was instructed to name a committee to present candidates for permanent officers at a meeting to be held within thirty days.

Thursday night, 8 o'clock, twenty-five Safety Supervisors representing the largest industrial plants of the two Kansas Cities met in the Director's room. After talks by Mr. J. W. Easley, of the Kansas City Telephone Co., and Mr. Rasmussen, a committee composed of Mr. John Woodhead, Mr. Easley and Mr. B. S. Brown, was appointed to perfect a permanent organization at the next meeting.

The meeting of Foremen of industrial plants on Friday night brought out an attendance of more than 150, and resulted in the appointment of a committee to organize a Foremen's Round Table Club, which will meet at least once a month during the coming year.

A Fire Prevention Committee composed of Mr. A. E. Hutchings, Chairman; Dr. E. H. Bullock, and Major D. D. Dutton has been appointed to co-operate with Fire Chief Henderson in making the Fire Prevention Day Parade, October 9, the greatest in the history of Kansas City.

make a trip to each of the substations in order to view the operations at each of these.

The Committee wants to learn at first hand just what the situation is so far as the mechanical operation is concerned in order that that may be incorporated in its report.

GEORGE DeRUE MEIKLEJOHN JONES

NOW SELLS

PENN MUTUAL LIFE INSURANCE

Phones, Main or Grand 707

605 Shukert Bldg.

MORE NEW MEMBERS VOTED IN.

Here is another lot of new members voted in by the Board of Directors last week:

Atlas Candy Company, The (Firm)
217-219 East 12th St

Applegate, Lester
F. M. Applegate, Real Estate, 206 Bryant Bldg.

Claiborne Commission Co. (Firm)
333 Board of Trade Bldg.

Cook, J. M.
Hay and Grain, 223 Board of Trade Bldg.

Ernst & Ernst. (iFrm)
Public Accountants, 406 New York Life Bldg

Green, George Fuller
T. H.—J. J. Green & Co., 424 Rialto Bldg.

Gephart, Valentine
Valentine Gephart Co., 222 Lathrop Bldg.

Gregg Pump Co. (Firm)
1322 McGee St

Herzmark, A. M., Manager
National Mailing Device Co., 500 Manhattan Building.

Jordan, Norman D., Credit Man
Kansas City Star, 18th & Grand Ave.

Jones, George DeRue M.
Penn Mutual Life Insurance Co., 603 Shukert Building.

Kansas City Bolt & Nut Company (2 additional)
Sheffield Station.

Kinnear Manufacturing Company. (Firm)
515 Railway Exchange Bldg.

Kemme, A. F.
Central Shoe Company, 817 Central St.

Kramp, M. F., Manager.
Walk-Over Boot Shop, 1111 Walnut St.

Lindas Lumber Co., The (Firm)
521 Railway Exchange.

Martin Manufacturing Company. (Firm)
817-819 Broadway.

Meier, E. M.
Green Tree Brewery Co., 201 Oak St

Myers, Harold E.
H. E. Myers Piano Co., 206 Altman Bldg.

Osgood, J. B.
Tea & Coffee, 718 East 15th St.

Poe, S. A.
Holcomb & Hoke Mfg. Co., "Butter-Kist"
Popcorn Machines, 2650 Victor Place.

Preach, Fred E.
Sales Manager The 1900 Washer Co., 2126 Cleveland Ave.

Peairs, L. R.
Kansas Dairy Products Co., 203-4 Produce Exchange Bldg.

Preisman, John L.
Manager Queen City Printing Ink Co., 707 Central St.

Ricord, E. C., Manager.
The Paul Delaney Company, 731 Railway Exchange Bldg.

Swift & Company. (1 additional)
Packers Station, Kansas City, Kans.

Stern & Company, Edgar J. (1 additional)
Insurance, 521 Lathrop Bldg.

Smith, Earl W., Dr.
Osteopathic Physician, 432 Ridge Bldg.

Southwest Rubber Footwear Co., (Firm)
908-910 Broadway.

Steffey, Claude B.
P. W. Fusselman Investment Co., 323 Dwight Building.

Straus & Company, S. W. (Firm)
Investment Bonds, 409 Republic Bldg.

Turner Machine & Manufacturing Co. (Firm)
501 East 16th St.

TRADE DIRECTORY ADVERTISERS.

The following firms are additional to those published in last week's Kansas Citian as subscribers to advertising space in the forthcoming Trade Directory:

Prairie Motors Company.
Brunswick Tire Service.
Acheson Oildag Company.
Fessler-Jankus Manufacturing Company.
Kelly Springfield Tire Company.
Kansas City Macaroni Company.
Townley Metal and Hardware Company.
S. O. S. Manufacturing Company.
Negbaur and Sons.
Harrow-Taylor Butter Company.
Lewis Bag Company.
Kansas City Smelting Company.
Ace Hurd Tire and Service Company.
Triumph Manufacturing Company.
Schooley Stationery and Printing Co.
Kansas City Mirror Manufacturing Co.
Clark Servey Candy Company.
Kansas City Food Products Company.
Kansas City Business College.
Bankers and Merchants Lithographing Co.
Tingle-Titus Printing Company.
The Lowell Press.
Liberty Manufacturing Company.
Carnes Artificial Limb Company.
Burger Engraving Company.
Southwestern Journal Company.
Southwest Milling Company.
Central Coal & Coke Company.
A-B-C Fireproof Warehouse.
Western Newspaper Union.
Patent Vulcanite Roofing Co.
Gregg Pump Company.
LaRue Printing Company.
Baum's Metal Specialties.
Service Castor and Truck Co.
Physicians Supply Company.

INDUSTRIAL OPPORTUNITIES.

Mr. Emilio Soto Peimbert of Mexico City advises that he is desirous of communicating with local specialty manufacturers interested in developing Mexican business.

Hencken & Burner, Mercantile Factors, of 268 Market Street, San Francisco, California, desire to represent local manufacturers of various products in their market. They state that they have a wide outlet for all kinds of canned and package food products, soaps, etc. All goods will be bought on cash basis.

West, Fred V.

Western Employment Counselors, 604 Scarritt Building.

Wilkerson, W. R.

Manager, Universal Film Co., 214 East 12th.
Western Union Telegraph Company, (Firm)
700 Main St.

Visiting Kansas City Industries



A. J. Stephens Rubber Company

The A. J. Stephens Rubber Company located at 14th and Chestnut Avenue, manufactures and distributes rubber, leather and fabric automobile and tire accessories, consisting of reliners, blow out patches, fan belts, tire covers, top covers, back and side curtains, radiator covers, seat cushions, steel stud boots, "lok-seal" rubber tube patches and cementless patches.

The plant shown in the cut above contains, it is said 101,000 square feet of floor space, and they now have 350 employees.

The products of this concern are distributed over the entire United States and export trade is conducted with Canada, Hawaii and European countries.

Mr. A. J. Stephens, President of the Company, states that arrangements have been completed whereby they will be manufacturing inner tubes and tires in the very near future.

INCREASED PRODUCTION.

(Continued from Page 673.)

that they have a mutual interest in securing the largest possible production.

It was the team work of the farmer and machinist who during the war saved the world by their unrestricted labor and if they will now put the same effort into increased production not only will conditions be quickly stabilized, but a crisis will be surmounted, resulting in a prosperity that will be felt in all channels of life.

In initiating a local campaign for increased production the Chamber of Commerce is lining up with other similar organizations through the country. But such a campaign will not reach its goal unless every organization in Kansas City takes hold and preaches the same gospel to its members and unless all business

institutions place it before their employees on their bulletin boards and through their publications.

One authority says "Limitation of output can only diminish the amount of food, clothing and other desirable things which the individual income will buy. It enriches nobody and impoverishes everybody. When restricted production raises the price of necessities the great sufferers are the wage workers, for they are the great consumers. The profiteer does not create scarcity. Scarcity creates the profiteer. He has no opportunity until scarcity gives it to him. Present high prices are bound to go still higher unless the production of the individual worker all over the world is increased.

This is a campaign in which every member can help in an individual way.

Electric Wiring—Supplies—Machinery—Repairs

DENTON ELECTRICAL SERVICE

317-319 E. 17th Street, Kansas City, Mo.

A Shop Equipped to Furnish Anything Electrical

PLANNING FOR FUTURE FINANCIAL CAMPAIGNS.

The Board of Directors has asked the Executive Committee to invite into a conference a representative from every business organization in Kansas City, like the Merchants' Association, Real Estate Board, Implement Dealers' Association, Automobile and Tractor men, etc., for the purpose of discussing a phase of future financial campaigns that will be to their vital interest.

In the past, President B. A. Parsons, who has been identified with all of the big campaigns, reports that some classes are apportioned a greater percentage of the amount to be raised than they think is absolutely just, in view of the fact that other classes are not called upon for enough or may not assume their full responsibility.

It is Mr. Parson's idea that if the various organizations are brought together an agreement at least of an approximate nature may be reached, so that in the future a lot of preliminary work in connection with every campaign would be eliminated. There would be no opportunity for misunderstandings or any feeling other than one of confidence and every line would do its full share.

This conference is being arranged by General Secretary J. M. Guild.

SCHOOLEY
Lithographers
Both Phones Main 510

Bell Main 681

Home Main 9130

EDW. W. SIMON CO.

Direct Distributors
"PANAMA"

CARBON PAPERS—INKED RIBBONS
1035 Wyandotte St.

Western Newspaper Union

Advertising—Stereotypers

Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field

ADVERTISING RATES
on application.

304 W 10th St.

Both Phones Main 193

Do You Know

G. T. O'Maley, owner of the G. T. O'Maley Tractor Company Distributor for Fordson Tractors, located at 1717-19 Walnut, does the biggest tractor business of any jobber or distributor in this city?

His firm did one and one-half million dollars business for the fiscal year ending June 30, 1919. It has already written to date an increase of 100% over the above amount for the ensuing year.

That it was only organized as a distributing institution on Sept. 1, 1918, and is just a year old this month. This shows a phenomenal increase in volume in a comparatively new industry.

G. T. O'MALEY TRACTOR CO.

1717-1719 WALNUT STREET.

Traffic and Transportation

CLASSIFICATION MIXTURE RULE APPROVED.

The decision of the Commission in the Consolidated Classification Case recommends the adoption of the General Mixing Rule, proposed by the carriers. This is commonly called "Rule 10," and provides for general mixture on car load shipments, at the rate applicable to the highest rated article, and at the highest minimum weight applicable to any of the articles.

A mixture rule of this sort has never been in effect in Western or Southern Classification Territories, and the adoption of the rule, was opposed generally by western and southern shippers. When the Commission was conducting the hearing on this subject a year ago, the Traffic Department, presented the objections of the Kansas City shippers, and later brief was filed in support of those objections.

CLAIM SITUATION.

The loss and damage freight claim situation, from reports put out by the railroad administration, shows great improvement. The total unsettled freight claims of the railroads in the Central Western and Southwestern Regions on April 1, 1919, totaled 131,892. On August 1, 1919, this number had been reduced to 86,438. Claims over four months old, for the Central Western and Southwestern Regions, April 1, 1919, totaled 42,773, which number had been reduced on August 1, 1919, to 24,196. The Railroad Administration and the individual carriers are to be complimented on this most excellent showing.

CAR SUPPLY.

The Director General has appointed a committee composed of Directors Thelen, Chambers and Tyler, to have charge of the subject of car supply. It is stated that this committee will welcome all complaints, and will be glad to receive facts tending to show where the carriers or the administration have been at fault.

The National Industrial Traffic League has appointed a committee to confer with the committee of the railroad administration to go into all phases of the car supply situation.

THROUGH MERCHANDISE CAR, BOSTON TO KANSAS CITY.

The C. & A. R. R. announce that effective September 9, a through merchandise car will be loaded at Boston for Kansas City, on Monday, Wednesday and Friday of each week, and if there is sufficient tonnage, it will be loaded daily.

This car will be routed via the Boston & Albany, New York Central, Big Four and Chicago & Alton.

RAILROAD LABOR LEGISLATION.

At this time the thought seems to be that the labor phase of railroad legislation will be much more prominent than in any other transportation legislation ever undertaken. Sometimes it looks as if that phase would overshadow all others, because nearly all the labor leaders appear or pretend to believe, that Congress is considering proposals to "enslave labor" by depriving it of the "right" to strike. No one

of course, has made any such proposal. All the suggested prohibitions are aimed at conspiracies to prevent the operation of trains, if the owners of the railroads can find men to operate them. Not one of the proposals deprives any man of the right to strike, either individually or collectively. The prohibition is against acts the effect of which would prevent those willing to operate trains from so doing. If any of the various proposals were enacted, every railroad man in the country would still be free to quit. If the owners or operators of the railroads could not find men to take out trains, transportation would come to an end. The proposed laws, however, assume that if a governmental tribunal establishes fair rates of pay, there will be men willing to take the wages offered. The further theory is that anything done to prevent men who are willing to work shall be made a crime. In a loose way of speaking, the effect of such statutes, many think, would be "compulsory" arbitration under which the men would be required to remain at work until the arbitration had been completed, and then by implication, to remain at work under the wages awarded because of the moral obligation to accept the arbitration award. No such proposal is contained in any well-considered measure before Congress. The Cummins bill is aimed at those who "conspire" with "intent" to prevent or substantially hinder commerce between the states. The proposed law also specifically says it shall not be construed as depriving anyone of the right to quit his employment for any reason.—Traffic World.

LEAGUE VIEWS ON RAILROAD LEGISLATION.

President Freer, of The National Industrial Traffic League, appeared before the House Committee on Interstate Commerce September 15, and expressed the views of The National Industrial Traffic League, on proposed railroad legislation.

He stated that the League did not favor the provision of the interstate commerce act, which is embodied in the 15th section, thereof, providing tariffs containing advances be approved by the Commission before filing.

Mr. Freer said it was the feeling of the League that the initiation of rates should be left to the carriers, but that some scheme might be worked out under which a carrier proposing a change in rates and the shipping public affected could be brought together before the matter was brought to the attention of the Commission.

Mr. Freer said the League was opposed to the creation of regional commissions for the reason that there would not be a uniform system of regulation. He said another objection was that the regional commissioners might be influenced by the "atmosphere" of the particular locality to which they were assigned and would become prejudiced in favor of that locality.

He voiced opposition of the League to giving the Commission jurisdiction over port-to-port rates on purely water traffic in interstate commerce. He said the decision of the League was

(Continued on Page 684.)

TRAFFIC AND TRANSPORTATION.

(Continued from Page 683.)

unanimous that the Commission should not have jurisdiction over tramp boats, but that some members felt there should be regulation as to common carriers by water vested in the Commission. It was decided, however, he said, to oppose any jurisdiction over port-to-port rates being vested in the Commission.

Touching on points not covered in the Esch-Pomerene bill, Mr. Freer said the League favored enactment of legislation which would continue the existing interstate and intrastate rates until they were changed by the proper body.

On the question of collection of undercharge by the carriers, he said the League believe there should be some limitation placed on the right of the carriers to present such claims at any time; that a limitation of two years would be fair and that there was no objection to applying the same rule to shippers' overcharge claims. Mr. Freer was asked to prepare an amendment covering the point.

WESTERN UNION
TELEGRAPH RATES.

The Public Service Commission of Missouri announce that a hearing will be held at Jefferson City October 17, 1919 at 10:00 A. M. to give consideration to the application of the Western Union Telegraph Company for a continuance of rates as at present in force, which rates were established by the Postmaster General, and which were permitted to be continued for 90 days by the Public Service Commission, pending hearing and decision on the evidence produced.

All interested parties are invited to be heard at this meeting.

KANSAS CITY, CLAY COUNTY & ST. JOSEPH RAILWAY CO., AUTHORIZED TO INCREASE THEIR RATES.

On June 25, 1919, the K. C. C. & St. J. Ry. petitioned the Interstate Commerce Commission for authority to make a general increase in their freight rates between all points on their line and the increases asked for have been allowed by the Interstate Commerce Commission in their 15th Section Order No. 1744 of August 29.

This road was not taken under Federal control and therefore their rates were not advanced at the time those of the steam carriers were advanced 25%. An example of the changes that will be made is indicated below as representative of the changes that will be made between all points on this line:

From Kansas City To	Rates in cents per 100 lbs. Classes										
	1	2	3	4	5	A	B	C	D	E	
St. Joseph	1 25	20	17	13	10	10	8	7	7	5	
	2 31	25	20.5	16	11.5	12.5	10	9	7.5	6	
Liberty	1 15	12	11	9	7	7	5	4	4	3	
	2 19	15	13	10	7	9	6.5	5	5	4	
Excelsior	1 25	20	16	12.5	8	10	7.5	7	6.5	5	
Springs	2 25	20	16	12.5	8	10.5	7.5	7.5	6.5	5	

1—Present rates.

2—Rates authorized.

MATTERS BEFORE DISTRICT COMMITTEES
Kansas City Committee.

Docket 929. Proposed to establish on acid, sulphuric or muriatic in tank cars C. L. between Kansas City and Omaha, South Omaha and Council Bluffs rate $15\frac{1}{2}c$ per 100 lbs. in lieu of present rate of $9\frac{1}{2}c$ and between Kansas

City and St. Joseph and Atchison rate $12\frac{1}{2}c$ in lieu of present rate $6\frac{1}{2}c$. (Oct. 7.)

Docket 932. Proposed to establish commodity rates shown below on wooden packing boxes C. L. from Kansas City. (Oct. 7.)

To	3 Class	
	Present	Proposed
Bartlesville, Okla. ....	.59	24
Bristow, Okla. ....	.86.5	25
Collinsville, Okla. ....	.65	24
Cushing, Okla. ....	.92.5	25
El Reno ....	.92.5	25
Guthrie Okla. ....	.92.5	25
Checotah, Okla. ....	.77.5	30
Sand Springs, Okla. ....	.77.5	24

Docket 936. Proposed to amend C. M. & St. P. switching tariff 12299-N applying at Kansas City to provide that estimated weights shown in Western Classification will be used in arriving at weight of shipments in tank cars moving from industries on C. M. & St. P. R. R. to industries on connecting lines. (Oct. 7.)

Docket 939. Proposed to cancel transit privileges on grain, grain products and seeds at Kansas City on shipments originating at points on the Salina Northern R. R. destined to Texas Points and Gulf ports for export now authorized in M. K. & T. circular 677-I account out of line service excessive.

Docket 940. Proposed to amend Missouri Pacific tariff 1258-I by establishing on Sedan Grass seed, C. L. minimum weight 30,000 pounds, same as currently in effect on cane seed. (Oct. 7.)

Omaha Committee.

Docket 384. Proposed to establish on wheat, corn, rye, oats and barley, C. L. from Council (Continued on Page 685.)

OIL BURNERS

Advance Oil Burner Company

Manufacturers of and Dealers in

OIL BURNERS FOR ALL PURPOSES

807 East 15th St., (Home Main 6243) Kansas City, Mo.

SEND TO

SQUIRE ELECTRICAL CO.

FOR

Electrical Repairs for
Everything Electrical

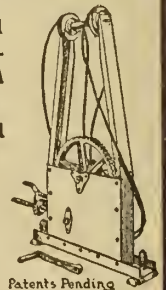
THE LABOR SAVER

Equip your Dump Bed
with a Columbian Light-
ning Hoist and you will
save TIME and LABOR.

Write for illustrated
folder "80."

COLUMBIAN
STEEL TANK CO.

1601-21 West 12th Street.
KANSAS CITY, MO..



TRAFFIC AND TRANSPORTATION.

(Continued from Page 681.)

Bluffs, Ia., Omaha and South Omaha, Neb., to C. G. W. stations Monastery to Kansas City, Mo., inclusive rate of 11½c per 100 lbs. in lieu of present rates 7c to stations Dean to Kansas City and 10c Monastery to Savannah, inclusive proposed rate to apply via Wabash R. R. Conception, Mo., and C., G. W. R. R. (Sept. 24.)

Dallas Committee.

Docket 303. Proposed to cancel item 1438 S. W. L. Exceptions 11H and substitute following description: (Oct. 7.)

"Carpeting and oil cloth viz: Cork, Linoleum, Floor oil cloth, oil cloth other than floor also paper felt, asphalted, painted and decorated; in boxes, crates or burlapped roll, straight, or mixed C. L. minimum weight 30,000 pounds."

Docket 837. Proposed to add Houston and Galveston, Tex., as points of destination in item 7070 S. W. L. Tariff 2-G thereby establishing rate 37½c per 100 lbs. on pig lead, C. L. from Kansas City or to cancel the above item entirely which would result in rate 79c to Houston-Galveston Group. (Oct. 7.)

San Francisco Committee.

Docket 2500. Proposed to establish on hogs in double deck cars from Imperial Valley points to Kansas City rate \$24.00 per car. (Oct. 13.)

RATES AUTHORIZED.

F. R. A. 13032. Authorizes C., R. I. & P. R. R. to amend its tariff 31300 to provide for minimum weight 60,000 pounds, except when for carriers convenience a car of less capacity is furnished in which event marked capacity of car but not less than 40,000 lbs., will govern, on coal briquettes, C. L. from Kansas City to C., R. I. & P. stations Mercer, Mo., to Lincolnton, Ia., inclusive.

F. R. A. 13954. Authorizes M., K. & T. R. R. to amend item 1130 tariff 3100-E to provide the following note in lieu of present note in connection with rate Parker, Kans., to Kansas City. "Note: To apply on cull or windfall apples only, and certificate showing character and quality of apples to be furnished by shipper when requested."

Skylark Gasoline**Made in Kansas City****ELLIOTT****Addressing Machinery installed by****Chamber of Commerce**

displaces metal plate equipment. The Elliott uses a typewriter stencil—made on your own typewriter. It's simple and economical.

Phone for demonstration.

Phones 5869 Main.

THE ELLIOTT COMPANY**702 Grand Avenue.**

Frank Maines, Manager.

AWNING STORAGE

WE WILL TAKE DOWN YOUR AWNINGS,
STORE THEM FOR THE WINTER, PROTECT
THEM WITH INSURANCE AND PUT THEM
UP NEXT SPRING. ∴ ∴ ∴ ∴ ∴

Work Done By Experienced Men.**Awnings Stored so they will not deteriorate.****CALL MAIN 774, Either Phone.****Baker & Lockwood Mfg. Co.**

ESTABLISHED 1870

KANSAS CITY,

MO.



Last Call For Lunch!

of the

Young Mens' Department

for the fiscal year

Wednesday, October 1

HOTEL BALTIMORE

THE PROGRAM

Dr. Burris A. Jenkins, D. D.

on

"THIS NEW ERA"

A sort of a little left handed sermon for young business men of to-day

President B. A. Parsons

Will bid an official "Good Bye" to the retiring Executive Committee and Present the Committee-Elect.

The Y M D Quartette

Dawson Campbell
Dan B. Webb

John Musselman
Jos. E. Brown

Who Made Fame for Themselves and the Chamber on the Good Fellowship Trip will Entertain You.

Come Early And Get Acquainted

1919
OCT 30 1919

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 40

KANSAS CITY, TUESDAY, OCTOBER 7, 1919

NEW PRESIDENT
OF THE
CHAMBER OF COMMERCE
OF KANSAS CITY



WALTER S. McLUCAS

Annual Meeting and Installation
of Officers Tuesday Evening, October 7
at the Baltimore Hotel.
It will be a Big Membership Rally.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

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Second Vice-President.....S. B. ROBERTSON
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FRANK WITHERSPOON, Jr.

FINE WORK OF EMPLOYMENT BUREAU.

When the Soldiers and Sailors Employment Bureau of the Chamber of Commerce was closed last week, the Board of Directors recognized that a fine piece of work had been done in the months since March, when the bureau was established at the request of the War Department and the Chamber of Commerce of the United States.

They, therefore, directed a resolution of thanks to Chairman E. R. Sweeney of the Readjustment Committee under whose direction the bureau was operated, commending him and through him the members of his committee for one of the most valuable activities of the Chamber in the post-war period.

The other members of the Readjustment Committee are Messrs. S. B. Robertson, Bruce Forrester, Dr. H. J. Waters and F. J. Bannister. Industrial Commissioner E. W. Mentel had direct charge of the bureau.

OCTOBER 9— FIRE PREVENTION DAY.

Plans which are now in the making, through a special committee appointed by the Local Safety Council and members of the Chamber, for the proper observance of Fire Prevention Day, October 9, call for a big Fire Prevention Day Parade through Kansas City, Missouri, and Kansas City, Kansas, starting at 11:30 in the morning.

According to the plans, the parade this year will be the largest ever held; a very large part of the fire equipment of the city with 300 firemen will be in line in addition to which many of the civic organizations of the city have agreed to furnish floats as well as manufacturers and dealers in fire prevention equipment of various kinds.

The route for the parade will be as follows: West on Eighteenth Street to Grand Avenue, North on Grand to Seventh Street, West on Seventh to Walnut Street, South on Walnut to Eleventh Street, West on Eleventh to Main Street, North on Main to Ninth Street, West on Ninth to Baltimore Avenue, South on Baltimore to Twelfth, West on Twelfth to Central—Disband.

Fire Chief Henderson has already arranged for two bands and other features will be added as the plans progress.

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Don't forget the Annual Meeting and Membership Rally at the Hotel Baltimore to-night.

Trade Directory.

THE Trade Directory being gotten out by the Industrial Department will be off the press within thirty days. The issue will consist of 30,000 copies. These will be distributed among the purchasing agents in the United States, all U. S. Consuls in foreign countries, all manufacturers, wholesalers, public utilities, etc., in Kansas City and trade territory, and a supply will be retained for use with future industrial prospects.

The Trade Directory is designed to carry a complete list of everything made in Kansas City and a list of its manufacturers classified in every possible way. To date the efforts of the Industrial Department have brought replies from only about 500 concerns in the city while the lists in the Chamber of Commerce office carry the names of 300 more concerns that manufacture something in great or small quantities. These manufacturers should be heard from at once. There seems to be an impression in the minds of some of them that the directory is a thing of the future. It is not. Copy is all ready to go to the printer and manufacturers who have not returned blanks to the Industrial Department are warned that the omission of their names from the list of Kansas City manufacturers and the omission of their products will be their own fault.

The directory is to be handsomely gotten up with Kansas City advertising that will be considered up to date for at least five years. It is something like eight years since the Golden Book, with which every Kansas City manufacturer is familiar, was issued. Some manufacturers apparently think that they have to pay something to be listed in the trade directory. This is not so. The directory is already fully paid for by advertising, the full quota having been secured. No more advertising can be taken and none will be

(Continued on Page 701.)

Weekly Luncheons.

THE attendance at the weekly luncheons during the month of September was not as great as it should have been. To be sure on one occasion the Francis I Room, Baltimore Hotel, where the Wednesday luncheons are given, was full to capacity, but that was the exception.

Evidently many members have, during the summer, allowed themselves to forget that there is a Chamber of Commerce luncheon every Wednesday noon and that it is to their benefit to attend these informal membership gatherings, not only for the points of contact they will make with their fellow members but for the valuable information they will get from the various speakers.

No member can truthfully say these luncheons lack interest, as three successive luncheons dealt with such subjects as street railway service-at-cost in which every business man of Kansas City is vitally interested; another was used for a demonstration of the automatic telephone equipment which is equally vital to the business interests of Kansas City; while the third was devoted to a discussion of better express service.

It is doubtful if any member could suggest three more vital and timely topics of concern to business men generally.

These luncheons take the place of the old time monthly meetings that were held in the Commercial Club rooms in the evenings, but by reason of their being held at noon, with adjournment never later than 1:45 o'clock, a minimum of time is consumed and a maximum of benefit gained.

Members should develop the habit of attending these Wednesday luncheons.

Have you ever considered how much benefit you would receive from an advertisement in The Kansas Citian?

EMPLOYMENT MANAGERS' COUNCIL.

Thirty-two men and women, representing the employment departments of that many firms in Kansas City, were in attendance at the Employment Managers' Council meeting in the Chamber rooms last Wednesday afternoon.

Mr. B. O. Taylor, formerly Employment Manager in charge of the Soldiers' and Sailors' Employment Bureau, was the speaker, his subject being "Wage Fixing and Profit Sharing." Mr. Taylor supplemented his remarks with the use of a number of charts especially prepared for that meeting, showing different methods of wage fixing and profit sharing.

The subject was then informally discussed for more than a half-hour, the suggestion being made that a special committee be appointed to develop a special report on the subject of labor turnover and this suggestion will be given further consideration at the next meeting.

**RAILROAD TICKET
OFFICE COMPLAINTS.**

Mr. C. W. Lonsdale, Traffic Vice-President, at the luncheon, September 24, made announcement to the following effect:

From time to time, complaints are made relative to the Consolidated Railroad Ticket Office. Manager Jones of the office has recently installed a new arrangement whereby the tickets for the various sections are grouped in sections and employees assigned to these sections who are familiar with the work and train schedules of those sections. This is the plan followed by other ticket offices throughout the country, and has effected a great improvement and is facilitating the handling of the public at the Kansas City office.

While criticism is bound to bring about improvement in all enterprises, the Chamber of Commerce recommends that those who have complaints to make on the service or conduct of the ticket offices, should not direct such complaint to the Railroad Administration, but should file complaint with the Chamber of Commerce, who will make proper investigation, and endeavor to effect correction.

It is felt that the Ticket Office management is putting forth its very best efforts to serve the traveling public, and complaints to the Administration simply stir up matters many times unnecessarily. The same end could be reached by proper co-operation with local authorities.

COMMON FIRE HAZARDS.

October 9 is Fire Prevention Day. That is a good time to check up on all fire prevention equipment, and instructions to see if they are being carried out. Here are 25 common causes of fires.

1. Clothes not in provided locker.
2. Burlap sacks in wooden box.
3. New waste not in container.
4. Trash in locker.
5. Gasoline torch in locker.
6. Greased yarn for packing stuffing boxes not in can.
7. Wood piled up close to building.
8. Open and partly filled paint cans.
9. Excelsior not in metal container.
10. Unlighted non-safety matches.
11. Dirty waste and rags.
12. Hot air ducts touch wood.
13. Flue pipes touch wood.
14. Stove flue poorly supported.
15. Wooden table against radiator.
16. Frozen water barrel.
17. Fire pail obstructed.
18. Fire pail not installed.
19. Fire hose not installed.
20. Kerosene can without stopper.
21. Too much oil in drip pans.
22. No pilot light outside of vault to show if current is on circuit in vault.
23. Extinguisher not installed.
24. No fire drill.
25. No fire alarm system.

**FOREIGN TRADE TRANSLATION
IN LATIN-AMERICAN LANGUAGE.**

Through the kindness of Mr. Paul Sauer, Advertising Manager, The Columbian Steel Tank Co., the Industrial Department is enabled to answer the inquiries which it frequently receives from Latin-American countries in their native language.

As all foreign trade men agree, such translations are necessary in order to properly handle foreign trade inquiries, as it is not always possible for foreign concerns to have a letter from this country translated into their language. The department therefore is indebted to Mr. Sauer.

Mr. Sauer advises that while he is not in a position to undertake such work for others than the Chamber of Commerce, he is in constant touch with parties who will do such work, their regular charge being thirty-five cents per 100 words, for more than three letters, and fifty cents per 100 words for less than three letters; translating either from English into Spanish or vice versa.

Attorney General A. Mitchell Palmer and Ex-Governor David R. Francis of Missouri Address Unprecedented Chamber of Commerce Gathering

ATTORNEY GENERAL Palmer's attendance as a guest of the Chamber of Commerce at a special luncheon last Friday was the occasion of the biggest attendance the Chamber of Commerce has ever had at any informal luncheon.

Only after every table had been removed from the spacious Francis I room of the Baltimore Hotel could the crowd of over six hundred be accommodated. Even then the gallery was packed to capacity. To be sure, Ex-Governor David R. Francis, and more recently Ambassador to Russia, was partly responsible for the record-breaking attendance, and as the Attorney General said in his opening remarks, "Governor Francis, as he is known throughout the whole country, would have been enough entertainment for one day."

President B. A. Parsons presided, and in introducing Governor Francis, first stated Missouri was rich in the sons she had given to the war and war work, but of none are the people of Missouri more proud than of their good old friend and neighbor, Governor Francis.

Mr. Francis dealt, to begin with, with personal appreciation of the neighborly welcome from fellow citizens of a state that looked dearer than ever to him after three years in Russia. Although scheduled to speak later in the day, before the Missouri Bar Association in session in Kansas City, he was prevailed upon to recount briefly some of his experiences in Russia, where, being six thousand miles from his government, he was left so much to act upon his own responsibility. With strong emphasis he cited the various Russian Governments with which he had had experience, having recognized only those worthy of American recognition.

He introduced considerable humor in his remarks by declaring that before the war, diplomacy had been largely learning to "pass the buck," but that away over there in Russia, with mail and wire communication seriously impaired he was unable to "pass the buck" to anybody.

He closed with a brief reference to the criticisms that he had met with over his declared policy of establishing closer commercial relations between Russia and the United States.

Mr. Parsons' introduction of the Attorney

General was as happily made as of Governor Francis, referring as he did briefly to the work of the former custodian of alien enemy property and declaring that in his work as Attorney General every Chamber of Commerce and every member is vitally interested, especially during this reconstruction period.

When Attorney General Palmer, following his touching references to Governor Francis, said he was tempted to "talk shop" there was an immediate response all over the room, "Go ahead." He did, and he held his audience for the next half hour with a most interesting and thrilling recital of the pleasure that he had experienced in capturing enemy property in America, amounting to some \$750,000,000.

He said that he had never enjoyed anything so much as converting into U. S. Government bonds all of this fund that he could and making it available to fight Germany. He gave innumerable instances of the operations of his office, mentioning particularly one where a resident of this country had left a legacy of \$10,000 to Von Hindenburg, but which however, reached him only after it was converted into Liberty Bonds, then ammunition and delivered to Von Hindenburg at the front by the American doughboy.

He briefly skimmed over some of the points at issue in connection with the League of Nations, declaring that the Shantung and Fiume situations are very remote from the American business man, as is also the question whether or not Great Britain has five votes, closing this little treatment of the proposed covenant with the emphatic statement that nothing that affect the peace of the world can ever be done without the consent of the United States; that the only thing that the United States asked for at the Peace Conference was justice to American business, and that all German institutions in the United States that had been used against the United States in preparation for Germany's benefit in the war, he held until every United States claim against Germany for loss of life or property is liquidated.

He expressed the hope that Congress will not give back one dollar to Germany until every American claim is paid in full. In-

(Continued on Page 698.)

FUNDS FOR CHARITIES.

On November 17, the Charities Committee of the Chamber held the first of a series of meetings to determine how much money must be raised in the coming local charities drive, what institutions are to take part in the distribution, and how much shall be allowed each. Representatives of seven institutions were asked to attend this meeting and to answer questions which members of the committee put to them.

Several months ago the committee sent out to all charitable institutions in Kansas City, printed forms requesting detailed information as to the operation and finances of these institutions. In addition to this each institution was asked to outline its plans for next year and state the amount of money necessary to carry these out.

On the basis of the returns on these forms and from hearings of executives and officials of the institutions, the committee decides what work each institution should undertake next year, and how much money will be necessary for the committee to provide for the work.

Thirty-three institutions have asked to participate in the joint drive this year. The amount of money necessary to provide for these will not be determined until after all requests have been thoroughly considered by the committee. Last year \$300,000 was necessary for 26 institutions. It is probable that the sum will be somewhat larger this year. The dates for the drive will be fixed by the committee within a short time.

The Chamber of Commerce in undertaking this work has two principal purposes in mind:

First, that the local charities are necessary to the welfare of the city, and their adequate support is absolutely essential. During the war years and at the present time these institutions individually have great difficulty in securing funds necessary for carrying on their work. By combining all campaigns into one big drive it is possible to provide for all.

Second, the Chamber wishes to protect its members from 25 or 30 separate appeals for funds for charitable purposes by combining these all in one. This not only saves the time of the individual business man, but assures him that any contribution he makes to the Charity Fund is distributed equitably and to institutions or organizations which are worthy of his support.

In order to take part in the funds collected by the Chamber, the institution must

ENDORSES KANSAS CITY GRAND OPERA COMPANY.

It is customary for the Chamber of Commerce about this time each year to make known to its members and the public that it is back of all good musical movements. Hence the action of the Board of Directors at its last meeting in placing a special endorsement on the Kansas City Grand Opera Company and now making it known to the membership, with the idea of inducing every possible encouragement to this local enterprise that means so much to Kansas City.

In this connection, the Board also reviewed briefly the need of a possible committee on civic music as a permanent part of the Chamber of Commerce organization. While considered favorably the close of the fiscal year, September 30, suggested turning the matter over to the new administration and this was done.

MORE RETURNS FROM "DO YOU KNOW" PAMPHLET.

From the Burnham-Munger-Root Dry Goods Company comes the information that, as a result of the "Do You Know" pamphlet recently mailed to 65,000 merchants by the wholesalers, through the Industrial Department, they have received a substantial order from a new firm who stated that their name had been taken from a "Do You Know" pamphlet.

This firm has previously been buying, according to their statement, in St. Louis and Chicago. They advised, however, that they will visit Kansas City this winter when they expect to place a considerable order and also asked that a catalogue be mailed from which they could order by mail.

agree to a number of requirements. These are briefly as follows:

The organization must be conducted for charitable, civic or philanthropic purposes; must have a satisfactory management and a responsible Board of Directors.

Its work must be recognized as necessary and of a value commensurate with the money spent.

The organization must co-operate with other similar organizations to prevent duplication and waste of effort.

The organization must register all cases with the Confidential Exchange.

The accounts must be approved by the Charities Committee and be audited by competent accountants at least once a year.

Each organization must submit an annual report to the committee.

No organization shall solicit funds while participating in the general charities fund.

The money allotted must be spent for the purposes designated without change unless by consent of the committee.

Increased Production

Forceful Arguments by Mr. Charles S. Keith, Chairman, National Affairs Committee.

(NOTE—It is planned to run in The Kansas Citian from time to time articles by strong local authorities on the necessity for increased production. No matter what a member's business may be he will find these articles a reflection of the existing conditions from which all business and all life are suffering. To be informed on this vital subject and to put into effect the lessons to be learned from this series of articles is a duty of every member of the Chamber of Commerce. Kansas City can do its share toward restoration of confidence and normal conditions only by business men learning the causes of the peculiar conditions of the times and working together in an intelligent way to remove them.—Editor.)

THE whole problem of the high cost of living is grounded in two fundamental conditions, first, lack of production, and second, inflation of the medium of exchange. The balance of the causes are corollary and contributory to or flow from the two fundamental conditions, such as, to-wit: Destruction of property, due to the war, enhances or emphasizes the necessity for production by creation of greater demand. Again, labor unrest flows from the high cost of living which is due to lack of production and to the inflation of the medium of exchange.

The situation in the lumber business is typical of conditions in every other industry in the world. Under war conditions, the lumber industry could not be classed as an essential industry, and consequently, did not receive the same encouragement for production as was given the coal, shipping, iron and steel industries. In consequence of this condition, the lumber industry and other industries of non-essential character experienced a languishing of production.

The world has been at war for practically five years, and due to the necessity for priority of shipments, to the sinking of shipping, and other causes, the available shipping facilities of the world were diverted from non-essential requirements, and what was true during the war is now being duplicated by diversion of shipping to the transportation of food products. As a result of this situation, we have experienced a damming up of demand, and it is still being dammed up.

The supplies which were available and which were in stock or storage in foreign countries were drawn upon and consumed without replenishment. Twenty million acres of Europe's timberlands were destroyed by shell-fire. European plants with a total annual production of 9,180 million board feet of lumber (being located in Russia and Austria-Hungary) have been dismantled and destroyed. It will be at least five years before they will be again available to the consuming markets of Europe.

In the United States, because of labor unrest and political exigencies, the War and Labor Departments forced the eight-hour day on lumber manufacturing plants of the Northwest, therefore, today that section of the country has a capacity for production of 80 per cent as compared with the pre-war basis. It is axiomatically true, and works out in actual practice, that the higher the wage, the lower the production of labor—the greater is labor's inefficiency. This is a human condition. Because of the increased wage in advance of an increase in the standard of living, the producer does not feel the necessity of using his entire effort in order to live, and consequently, he does not function as he did under normal conditions, and as a result of that situation, the Northwestern section of the United States finds itself with production equal to only 70 per cent of the pre-war efficiency, and in consequence is only able to produce 56 per cent as much lumber as it did before the war. When I say the Northwestern section, I desire to convey the inclusion of Southwestern Canada, as well as the states of Oregon, Washington, etc.

There has been no appreciable new development of raw materials. In the South there has been a great depletion, due to the fact that the available supply of timber is diminishing and no replacement thereof, due to the impossibility of securing raw material for new units of production. There is a feeling of uncertainty as to planning for the future because of the indefinite information of governmental policies, such as socialization and nationalization of industry, licensing of business and many other socialistic schemes which are being suggested. The cost of new development has retarded production, due to the shortage of production in other industries, resulting in the prices of steel, labor and other elements entering into the cost of development, rendering it more than three times the pre-war cost. These conditions have retarded investment and there is no apparent effort

(Continued on Page 699.)

Visiting Kansas City Industries



Bemis Bros. Bag Company

The accompanying cut shows the Kansas City plant of the Bemis Bro. Bag Company, located at 921 Wyoming Street. This firm manufactures a complete line of cloth, burlap and paper bags in all sizes and also cotton twines. According to Mr. C. F. Scott, Local Manager, the plant which is seven stories high with basement contains 125,000 square feet of floor space. They have 200 factory and office employees and five traveling salesmen, who call on firms in Western Missouri, Kansas and Northern Oklahoma, these being the states in which products of the Kansas City plant are distributed.

The welfare of the employees is an important consideration of this firm, there being separate steel lockers for each employee, wash rooms, rest rooms and cafeteria luncheon rooms. A physician is maintained, who spends one hour every day at the plant and is subject to call in all cases of sickness or accident among the employees. They also have a division of printing where the plates are made and bag printing done.

WANTED—

AGENTS FOR TRACTORS.

The Industrial Department is in receipt of communications from several manufacturers of tractors who are desirous of establishing a distributing agency in Kansas City, through some firm now in that business or which is desirous of taking on a tractor line in addition to its present business. Full particulars will be gladly furnished by the department.

Splendid Moving Pictures

Made anywhere—anytime—anything

Great booster proposition for Commercial Clubs, Fairs, Carnivals and Expositions. Get your business, plant, stock, etc., in pictures. Absolutely the supreme ad.

ANDLAUER & SIMES,

Representatives of Pathe, Kinograms, Screen Magazine.

212 Ozark Bldg. Kansas City, Mo.

See our work each week at Newman's Theatre.

WE WILL PAY YOU \$50.00 A WEEK

during any period you are kept away from
business, either from accident or illness,

and from \$5,000 to \$12,000 in case of Accidental Death

The Business Men's Accident Association

W. T. GRANT, Secretary

Gumble Building

Both Phones Main 4243

This New Era—Dr. Burriss Jenkins.

THE man who does not realize that we are in a new era is blind. To be sure, the outward evidences that we see on every hand are the same as before the war. We live much the same, dress in the same manner, etc., but beneath the surface everything is different."

"We are in a period of remaking, and it behooves everyone of us to analyze the elements that underlie the necessity of this rebirth."

This is but one of the striking declarations made by Dr. Burriss Jenkins at the Y. M. D. luncheon last Wednesday.

The speaker had taken for his subject "This New Era," and he gave the young men of the organization an analysis of it through what was probably the most forceful address ever made at a Y. M. D. luncheon.

In his analysis he brought out five important factors in the affairs of today. The high cost of living he said is a tangible thing; that it is a symptom of the change that is going on.

He raised the question of who is to pay the expense of the war, whether it would be indirectly by everybody being taxed or directly by a comparative few who enjoy greater wealth than others.

He predicted that the income tax is here to stay.

A second consideration in his list of changes will be the women's vote. He said that it will be one of the greatest determining factors in the future; that while men are not idealists, women as a whole are of that class and with a vote in all civilized countries sooner or later they will have an influence that cannot fail to be of weight.

Another feature today he said is the prohibition amendment that operates in different directions according to the point of view; that it will have its effect in American life of far reaching nature was his prediction.

Changes in industrial affairs he pointed out are for the moment paramount and will continue to be a subject for most serious and vital consideration for a long time to come. He declared that it will be necessary to deal with the labor question otherwise than it has been dealt with in the past; that this is one of the features of the new era. He urged that it be dealt with now with the greatest intelligence if business is to be materially stabilized in the near future.

The fifth and last of his arbitrary lists he declared was the negro question which has been reflected in the press of the country for several weeks as partly resultant from the participation of the colored troops in the war.

Following this summary he stated that the conditions surrounding life are not the same in any part of the world unless it be in the heart of Africa, China or India, and that the whole civilized world, the western hemisphere especially, is walking over great subterranean forces which are warring against each other beneath the surface of the accustomed appearance of things.

He referred briefly to Russia where in an attempt to improve conditions they turned society upside down; that the small class formerly at the top is now at the bottom, and the small class, the lowest element of Russian society, is now at the top, but that these cannot prevail, as neither is right, as the rule of a minority never will be tolerated.

An interesting feature of the Doctor's address was his statement that while in France he learned of a canvass having been made among the soldiers to ascertain what they considered the three greatest virtues and their opposites; that it was found that the soldiers considered bravery first, unselfishness second, and modesty third, with cowardice, selfishness and snobbishness the reverse.

Jumping from the war to the present, he emphatically declared to the young men of the Chamber of Commerce that these virtues will be needed just as much in the next ten years as they were in the great world conflict; that it would take bravery to improve some of the conditions from which Kansas City, like all other American municipalities, is suffering today.

He challenged them and went so far as to declare them all "slackers in politics" when they say they are for this and that improvement in their local affairs, but stay home evenings and do nothing to help realize the things they approve. His arguments along this line closed with the declaration that there is no room for partisanship in the municipal government these days and as the new era broadens out there will be less and less.

The meeting was presided over by Mr. Frank Marqua, Vice President of the Young Men's Department, who declared it the last luncheon of his administration. He intro-

(Continued on Page 702.)

Boys' and Girls' Clubs



BOYS' AND GIRLS' SWEEPSTAKES CONTEST.

The accompanying photograph indicates how successfully was the Boys' and Girls' Clubs Sweepstakes Contest conducted by the Agricultural Department of The Chamber of Commerce at the Soil Products Exposition in Convention Hall last week.

This Contest was open to Boys' and Girls' Clubs and to the individual Club members in Missouri, Kansas and Oklahoma. Collective exhibits were entered by each of the three states and 46 girls made individual entries of canned fruits and vegetables while 26 boys made individual entries in the corn contest. Premiums were awarded to the following contestants:

Best ears corn grown by a boy Club members

John Brox, Jr., Atchison, Kan., First.....	\$20.00
Oakley Caton, Mound City, Mo., Second....	15.00
Bertram Cator, Mound City, Mo., Third....	12.00
Harold Belfelder, Manhattan, Kan., Fourth	10.00
John Waller, Manhattan, Kan., Fifth.....	8.00
Perry Eash, Manhattan, Kan., Sixth.....	5.00

Best display 12 jars fruit, vegetables and meat, the work of a girl Club member:

Alta Menard, Paxico, Kans., First	\$20.00
Lilly Hockaday, Guthrie, Okla., Second....	15.00
Alida Bauman, Springfield, Mo., Third....	12.00
Lucille Boyt, Springfield, Mo., Fourth.....	10.00
Edah Hockaday, Guthrie, Okla., Fifth.....	8.00
Hazel Carter, Springfield, Mo., Sixth.....	5.00

Grand Sweepstakes \$25.00 cash prize awarded to that entry, which, in the minds of the judges, was highest in quality and general excellence and scoring the highest

number of points, was awarded to Alta Menard of Paxico, Kansas.

The Boys' and Girls' Clubs Sweepstakes Exhibit proved to be one of the most interesting seen at the Soil Products Exposition, and The Chamber of Commerce was highly commended for its action in stimulating the work of the Boys' and Girls' Clubs in Missouri and the sister states.

WALTER G. NEGBAUR
RECEIVES COMMENDATION.

While a large number of men gave valuable service in raising money for the "Do You Know" advertising campaign of Kansas City the Board of Directors believes that Mr. Walter G. Negbaur deserves special mention for a feature of the campaign for which he was individually mainly responsible. That was in raising a sum of about \$2,500 among the wholesalers to cover the expense of a booklet carrying all the Kansas City "Do You Know" items.

This booklet went to 65,000 merchants in Kansas City's trade territory. This gave Kansas City splendid advertising in another direction not contemplated by the original newspaper advertising of the "Do You Know" items.

The Board of Directors at its meeting, held last Tuesday night made official record of Mr. Negbaur's services and directed a proper acknowledgement of them.

Sweepstakes Contest



FARM CONGRESS AND SOIL PRODUCTS EXPOSITION.

President B. A. Parsons delivered the address of welcome in behalf of The Chamber of Commerce before the delegates to the International Farm Congress, which held its annual three-day session, September 25-27. Response was made by W. M. Jardine, President of the Kansas Agricultural College, and W. H. Fairfield, representing the Government of Canada. Many delegates were present from far away points including those from Belgium, Denmark, Sweden, Chile, Mexico and Canada.

Many agricultural problems of international interest were discussed and constructive measures adopted by the Congress. Probably the most prominent speaker on the three-day program was Mr. Julius H. Barnes, President of the United States Grain Corporation, whose address was listened to by some 500 men and his remarks were of genuine interest to all who heard him, judging from the reception accorded him.

Among other prominent speakers included on the program were: Hon. John Barrett, Director of the Pan American Union; Dr. J. B. Reynolds, President of the Manitoba Agricultural College; Hon. W. A. Dunning, Minister of Agriculture, Saskatchewan, Canada, and Mr. John E. Futrall, President of the University of Arkansas.

The Soil Products Exposition was a

revelation to all those who saw it and it is to be regretted that more city people did not avail themselves of the opportunity of seeing the wonderful state exhibits, especially those prepared by Kansas, Manitoba, Canada; Oklahoma, and Arizona. Elsewhere in this issue of The Kansas Citian is the story of the Boys' and Girls' Clubs Sweepstakes Contest and exhibit, conducted by the Agricultural Department of The Chamber of Commerce in an effort to stimulate the work of the Boys' and Girls' Farm Clubs in the States of Missouri, Kansas and Oklahoma.

MAILING SOUVENIR LOG TO Y. M. D. MEMBERS.

Every member who is affiliated with the Young Men's Department received last week a copy of the souvenir log of the September 11-13 Automobile Tour through western Missouri and eastern Kansas. This not only because every man receiving it will be interested in that tour, but because the log was published for the express purpose of advertising the activities of the Young Men's Department and carries the department's report of entertainment, membership and trade extension activities for the entire year.

The report was published in The Kansas Citian of September 16.

ATTORNEY GENERAL PALMER.

(Continued from Page 691.)

identally he stated that the peace terms require Germany to reimburse all German citizens for their losses in this country.

The Attorney General then quickly presented another phase of the war and Germany's hopes for commercial supremacy with the electrifying utterance that the German industrial and commercial menace to America is gone forever.

He took his audience back forty years to the instigation of Germany's plans for world supremacy, going into details on but one phase of it, showing how for forty years Germany has developed chemistry to the highest possible degree until the balance of the world was enslaved to Germany for chemicals, mentioning dye stuffs particularly. He told how for that length of time the best chemists in the world had been assembled in the laboratories along the Rhine; that while they sold in every city of the world, they established no laboratories beyond their own borders.

How they were prepared to combat disease is evidenced in his statement that for one disease alone they had striven to find a remedy which they had only found in the 606th experiment, as a result of which that medicine is known as "Six-o-Six." That they had not confined their efforts however to things beneficial was next brought out by the Ex-Alien Enemy Property Custodian, who told of the noxious gases and high explosives with which Germany was equipped at the beginning of the war, so that it took the Allies two or three years to catch up.

He then brought his descriptive message home to American business men by mention of the fact that in order to control the science of chemistry in this country, the German Government had filed 4,500 pat-

*"Under the Old Town Clock"***The Fidelity Plan**For Creation or Enlarging
of Estates

Will Interest You.

Ask for Booklet

ents at Washington, not to develop this industry, but to stifle it so far as American enterprise was concerned. He told how he had gone to Congress and secured an amendment, permitting him as Custodian to take over all of these patents, organize a Chemistry Foundation, and make them all available to industry and mankind, with the royalties reverting to the Foundation for laboratory research work, thereby releasing America from servitude to Germany and giving this country new power for peace in the world.

Mr. Palmer proceeded to deliver a definite message, prefacing it with the statement that no American audience should ever get together without having something definite to consider. He therefore offered for consideration the situation that abounds throughout the world today, through the ultra-radical class and also what the French call the cost of life, but which in this country is recognized as the high cost of living. Speaking on these, he raised his audience to their feet by his most forceful statement that it is the job for the business men of Kansas City and the United States to see that there is no autocracy either in the government or in industry; that there shall be no autocracy either of money or labor, but that the pendulum of common sense should hang on a plumb line.

To do this and meet the European menace that confronts this country would, he said, require that every man's face be set like flint against any effort of class dictation through class rule; that force will not be tolerated in America in any effort at reform and that it will get nowhere as a solution. That people must be made to under-

(Continued on Page 700).

Do You Know**James B. Welsh Realty & Loan Co.**

Sells Real Estate Makes Mortgage Loans

Collects Rentals Writes Life Insurance

Phone Main 131 5201-207 Lathrop Bldg.

W. H. Hendricks, Pres. L. E. Best, V.-P.
Carl E. Best, Sec'y-Treas.**ALLEN STAMP, SEAL & MFG. CO.**

Rubber Stamps, Seals, Stencils

Baggage, Key and Metal Trade Checks,
Brass and Steel Dies, Badges, Etc.Stock Certificates and Corpora-
tion Supplies.

Both Phones Main 953 804 Delaware St.

SCHOOLEY
Lithographers

Both Phones Main 510

FOREIGN TRADE STUDIES.

A new publication just issued by the Bureau of Foreign and Domestic Commerce entitled "Selling in Foreign Markets" is issued for the purpose of making available to exporters and students of export problems the opinions and experiences of many men who have been successful in overseas commerce.

The publication covers in particular three subjects: (a) Methods, (b) Markets, (c) Foreign Languages.

It is known as Miscellaneous Series No. 81 and is obtainable from the Superintendent of Public Documents, Washington, for fifty cents a copy.

INCREASED PRODUCTION.

(Continued from Page 693.)

to provide production to replace the depletion of the South. This depletion amounts to 26 per cent of the 1915 production. Therefore, today the South's maximum producing ability would be 74 per cent of the pre-war basis if other conditions were normal; but, due to labor unrest, labor inefficiency, and other elements, the present capacity of the South can only function 70 per cent with the result the production of the South is only 49 per cent of the pre-war normal.

The Northwestern and Southern sections of the United States and Canada, are the principal sources of supply for the world's requirements of lumber. They will not only be required to furnish the essential requirements at home, but they must provide for the deficiencies abroad. The result of this situation is and has been that the demand, even under present conditions, is vastly in excess of supply.

Due to the diversity of operating conditions in the lumber industry, such as topography of the country, density of timber on the land, quality of timber, proximity to consuming and labor markets, wide ranges in productive costs are not only unavoidable, but are natural. In the South, this range is from \$16.00 to \$42.00 per thousand feet of lumber, and because of this situation, the

INCREASE PRODUCTION.

Lloyd George predicts British ruin through fatal fallacy of labor policy and refers to British labor as belligerent and defiant.

"This spirit is the root of all evil," he says, "and unless and until labor examines and presents its grievances in a new spirit there will never be a satisfactory answer to the problem of production. All shoulders to the wheel."

Lloyd George insists that only in increased production and decreased consumption will there be salvation for Britain, and further urges this message on all—"PRODUCE! PRODUCE! PRODUCE!"

DON'T LET US GET IN ENGLAND'S FIX.

demand for lumber being so great as to require the production of the \$42.00 operations, prices of lumber have naturally responded to demand and have reached the basis that permits such operations to function.

From my viewpoint, the only cure for present conditions is greater production. Greater production will bring about lower costs and lower prices, and cheapen living costs. What is true in the lumber industry is true in every commodity producing industry in the world.

During the war, 53 million men under arms required 250 million people to provide for their wants for the period of five years, which on the basis of one year, would mean the employment of 1,250 million people. They have not only kept up their normal consumption, but have increased it, because of their peculiar occupation, which has resulted in depletion of supplies, shortage of production, increase in demand, and increases prices. Under these conditions, it is not only unreasonable but, in my judgment, it is treasonable for any man to advocate shorter hours of employment, further curtailing production, which would result in further increasing the cost of living. The Roman civilization was destroyed by reason of similar conditions. We must exercise rare judgment to prevent history repeating itself.

Skylark Gasoline

Made in Kansas City

FIDELITY OIL COMPANY

1428 McGee St. Kansas City, Mo.
Home Phone Main 1155.

Quality and Service our Motto. The home of genuine Pennsylvania Oil. Oils for all makes of cars.

Call us and leave the rest to us and watch the results.

CREDIT MEN ORGANIZE INSTITUTE.

Under the auspices of the Kansas City Association of Credit Men, a local chapter of the National Institute of Credit will be opened in Kansas City during the coming winter.

The purpose of this institute is to do for the members of the Association of Credit Men a service similar to that of the Institute of Banking for the bankers profession. The Kansas City chapter will be under the supervision of a special committee and the personal direction of Mr. R. E. Beebe of Swift & Company, its chairman.

Regular classes in business economics, finance, credits, collections, principles of banking, insurance and business correspondence will be conducted one evening of each week, beginning October 6, the classes being held in the offices of the local association in the New England Building. The regular course of study will be supplemented by practical talks by members of the association of credit men who

IMPORTATION OF FRENCH GOODS.

The Inter-Allied Products Corporation, 50 Church Street, New York, advise that two members of their firm are leaving October 2, for France in the interest of the Importation of French goods. They will be glad to communicate with any local concern interested in such importation.

are conducting modern credit departments in banking and wholesale houses and others prominent and successful in business and the professions.

The plan also is to give time at each session to the practice of parliamentary rules of order and impromptu discussions of current events of commercial interest and talks and debates on matters related to general business by members of the institute.

The cost will be very nominal, membership being \$7.50 practically the only additional cost being for text books which will amount to about \$6.00.

ATTORNEY GENERAL PALMER.

(Continued from Page 698.)

stand what underlies the present situation was one of his points, and he went on record as a hearty advocate of free speech and free press, believing that every man should have opportunity to say what he thinks and endeavor as far as he pleases to convert others to his way of thinking, but that the line must and shall be drawn where such advocates attempt force.

He elaborated on the relations of capital and labor by stating that no one can start or run a factory with only money, or with only labor, that one is as necessary as the other, following this in the following language: "You must meet this question in a fair spirit, have a desire to recognize service in every line of industry and see that every man who serves, whether with his money or with his hands, gets a just portion of that which results from the service. American business men are big enough to solve that problem and they will solve it and once they solve it, this other question of the high cost of living will be solved as well, because that is all bound up in the successful operation of what ought to be the slogan of American business at this hour. The essential principle which ought to guide American business now it seems to me is—get greater production at less cost.

"That does not mean lower wages; that does not mean lower profits though it may mean lower prices. The wages of a man

are not measured by the amount of money he has in his pay envelope at the end of the week, but by the amount of goods his wife brings home in her market basket. So it is all down the line. You will ease up this situation if production goes back to what America can do and America can do enough to feed and clothe America with ease, and all the rest of the world if necessary, if labor and money both fairly and honestly treated in the process will work all the time at the job.

"I am no statistician or economist, but I venture the prediction that if everybody would work ten per cent more than they do, the cost of living would be reduced twenty per cent below its present level.

"I think another thing is true. We are in the greatest saturnalia of wasteful extravagance. Many classes have lots of money and they spend it like the proverbial 'drunken sailor' everywhere.

"If people would save ten per cent more than they do, prices and the high cost of living would fall twenty per cent.

"I think, Mr. President, that you and this great body of Chamber of Commerce men can do no greater service to the city and your country than preach it from your stores and your counting rooms and tell your preachers to tell it from their pulpits, that the American people to bring better conditions and maintain peace and happiness between the seas must **WORK and SAVE.**"

"DO YOU KNOW"**COMMITTEE COMMENDED.**

The Board of Directors of the Chamber of Commerce assumed to speak for the entire membership when at its meeting last week it passed a resolution in which a proper expression of appreciation was made of the splendid work of the "Do You Know" advertising committee.

The directors felt that they were in a good position to judge of the committee's work and as nothing but the most favorable expressions have been made by every Kansas Citian, they undertook to formulate these expressions into a letter of thanks which the General Secretary has sent each member of the committee. Here is its personnel:

Louis Rothschild	H. R. Ennis
E. L. Brundrett	A. G. Ellet
G. B. Richards	E. R. Sweeney
S. J. Whitmore	Fred Godfrey
W. H. Weeks	J. M. Bernardin
Walter S. McLucas	E. E. Peake
M. J. Healy	Chas. S. Avery
W. T. Grant	W. E. Sullivan
Frank Newman	Andrew Young
Fred Whiting	Joe Timmer
Fred L. Dickey	Lawrence E. Smith
Julius Lyon	A. B. Carder
Howard McCutcheon	R. W. Gees
Dr. W. J. Friek	John T. Harding
J. B. Hinson	

TRADE DIRECTORY

(Continued from Page 689.)

solicited. It is the desire of the Chamber of Commerce to issue the trade directory with a complete list of everything made in Kansas City, but this will be impossible if any manufacturer withholds information and many of them are doing that, apparently not fully understanding the situation. Such manufacturers should get in touch forthwith with the Industrial Department and help to make the Trade Directory a true reflection of Kansas City as a manufacturing center.

**KANSAS CITY MAN
FOR SUPREME COURT.**

The Board of Directors, by a resolution adopted at its meeting last week, put the Chamber of Commerce on record in favor of a Kansas City man to succeed Justice C. B. Faris, who has been appointed to a Federal Judgeship at St. Louis. The resolutions speak for themselves and show that Kansas City is justified in asking for this recognition at the hands of Governor Frederick D. Gardner:

"Resolved, by the Chamber of Commerce of Kansas City that if a vacancy occurs on the Supreme Court of the State in the near future it should be filled by some well qualified Kansas City lawyer who may have the endorsement of and be commended by the Kansas City Bar.

Kansas City has been without a member of that great court for twenty-five years; and this, it occurs to us, is an unjust discrimination against her citizenship, which our honored Governor should delight to remedy.

Be It Further Resolved that the President of the Chamber be requested to act for and in behalf of the Chamber in carrying the purpose of this resolution into effect."

The action of the Chamber of Commerce is in harmony with that of the Kansas City Bar Association which goes further than the Chamber of Commerce and is urging the appointment of Mr. John I. Williamson.

Membership Rally, Baltimore Hotel tonight, eight o'clock.

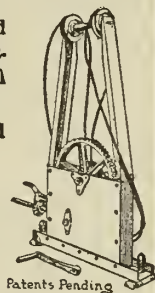
THE LABOR SAVER

Equip your Dump Bed with a Columbian Lighting Hoist and you will save TIME and LABOR.

Write for illustrated folder "80."

**COLUMBIAN
STEEL TANK CO.**

1601-21 West 12th Street.
KANSAS CITY, MO.



Patents Pending

Need Envelopes? PHONE Berkowitz

ADDRESS SAVER

CATALOGUE
ENVELOPE

BELL, GRAND 243
HOME, MAIN 92

COMMERCIAL

FOR EXTRA
HEAVY MAIL

EXPOSITION OF INDUSTRIAL ARTS AND CRAFTS.

Under the auspices of the St. Louis Art League an Exposition of Industrial Arts and Crafts is to be held in the Southern Hotel Building, St. Louis, October 15 to November 11.

The object of this exposition is to display manufactured or wrought articles combining beauty with utility for the purpose of arousing interest in American design and craftsmanship.

The exposition has the endorsement of the St. Louis Chamber of Commerce and an invitation has been extended to local manufacturers and individuals who have articles which they would care to exhibit. The exhibits will include such articles as fine photography, fine decorative work, architecture, glass products, sculpture, carved wood, clay products, embroidery, fine furniture, etc. Articles and products that are made solely for utility and have no artistic qualities or lines from the standpoint of art and design, will not be accepted. An entry in this exposition may be considered in itself as a sort of Blue Ribbon.

The Exposition will be divided, one part for the exhibition of products made to sell. In this part space will be sold at the rate of \$1.00 per square foot, there being no further charges for janitor service, etc. The other part will be known as the Educational Division and is for exhibits made by cities and private owners who have nothing to sell, but have articles of a fine artistic nature that they would be willing to exhibit for the benefit of the Exposition. No charge will be made for space in this part. Pamphlets outlining the entire proposition can be secured at the office of the Chamber.

The Industrial Department would appreciate being advised of any exhibits being made either by manufacturers or individual owners.

Bell Main 681

Home Main 9130

EDW. W. SIMON CO.

Direct Distributors
"PANAMA"

CARBON PAPERS—INKED RIBBONS
1035 Wyandotte St.

THIS NEW ERA.

(Continued from Page 695.)

duced his successor, Vice President-Elect W. Malcom Lowry, who in turn introduced the various members of his new Executive Committee.

Before the introduction of Dr. Jenkins, President B. A. Parsons made a brief summary of the outstanding work of the Young Men's Department during the year, commending them most highly for maintaining the membership at the high mark that has been maintained during the year. Speaking of the big trade tour of last spring he declared it to have been the most successful and best conducted of any ever made out of Kansas City and he also eulogized the Entertainment Committee for its readiness at all times to respond to any call for service in receiving distinguished visitors or looking after the details of any membership function.

Referring to the proof of a full page "Do You Know" advertisement at each man's plate, Mr. Parsons stated that that had been prepared by the Ferry Hanly Advertising Company as a "roof" to the "advertising house" that has already been built for Kansas City through the "Do You Know" advertisements, and asked for an expression of opinion whether or not an additional \$25,000 be raised to run it in the same 117 newspapers of the country. Naturally every man voted for a proposition that would continue to advertise Kansas City, but in the matter of assuming individual responsibility for conducting the campaign, the vote reflected the Y. W. C. A. campaign just closed and the several impending campaigns.

*Annual Meeting, Baltimore Hotel
Tonight, eight o'clock*

Western Newspaper Union

Advertising—Stereotypers

Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field

ADVERTISING RATES

on application.

304 W 10th St.

Both Phones Main 193

Electric Wiring—Supplies—Machinery—Repairs

DENTON ELECTRICAL SERVICE

317-319 E. 17th Street, Kansas City, Mo.

A Shop Equipped to Furnish Anything Electrical

Traffic and Transportation

CONSOLIDATED CLASSIFICATION DECISION.

The Commission's report in the Consolidated Classification Case has just been made public in a voluminous document of 635 pages. There is incorporated in the appendices, substantially a reproduction of the Consolidated Classification showing in parallel columns the proposed and present ratings, as well as the ratings suggested by the Commission's assistants.

The Commission recommends to the Director-General the application by carriers under federal control of the rules, description, packing specifications, as well as estimated and minimum weights, but declines to recommend any changed ratings except as the establishment of new items may indirectly effect changes, and such as may be a necessary part of the establishment of uniform descriptions of articles, uniform minimum weights or uniform packing requirements.

The Commission finds the same rules, descriptions, packing specifications and minimum estimated weights subject to the same modifications and limitations, tentatively and without prejudice, just and reasonable for the carriers not under federal control.

One of the most important rules is No. 10, the mixed carload rule, which provides that articles having a carload rate or rating, except live stock, may be shipped in mixed carloads from one consignor to one consignee and destination at the carload rate applying on the highest rated article and subject to the highest minimum weight attaching to any article in the load. (See Kansas Citian of September 30, page 683.)

Concerning the exceptions to the classifications, the Commission says it was advised by the Director of Traffic that he had under consideration also the advisability of cancelling the exceptions to the classifications, but that commodity rates might be established in lieu thereof in proper cases. The Commission adds that that matter, however, has not been referred to it for investigation and recommendation.

With respect to the state classifications, the Commission's conclusion is that ordinarily there could be no justification for a different rating on an article when transported wholly within a state than when moved into or out of the state or between states in the same general territory. The Commission expressed the opinion that equality between intrastate and interstate ratings should be worked out carefully and gradually after full investigation and co-operation between the shippers and the state commissions.

The Commission emphasizes the desirability of a universal system of rate scales, having a uniform number of classes, and submits the following ten classes related as follows; practically all less-than-carload traffic to be confined to the first four classes, and a redistribution made of the articles in the carload classes:

Percentages

1	2	3	4	5	6	7	8	9	10
100	85	70	60	45	35	30	25	22½	20

Chairman Woolley, in a separate statement, advises that he concurs in the recommendations made only because they were a step in the right

direction, but he is unwilling to acquiesce in declining the recommendations in respect to the uniform ratings.

The Consolidated Classification Committee has sent out notices to the effect that the Consolidated Classification is being revised and prepared for early publication.

EXPRESS CLAIMS.

It is reported there is danger that loss and damage claims against the Adams Express Company, arising prior to the period of governmental operation may soon be outlawed by time limitation. The company is financially able to pay claims in full it is said.

It is recommended that Kansas City shippers having any such claims bring them to the attention of the Department.

TICKET OFFICES.

From time to time, complaints are made on the conduct of the Consolidated Railroad ticket office. Manager Jones of the office has recently installed a new arrangement whereby the tickets for the various regions are consolidated in sections and employees assigned to these sections who are familiar with the work and train schedules. This is a plan made by other ticket offices throughout the country and has effected a great improvement in the conduct of the work, and is facilitating the proper handling of the public.

While criticism is bound to bring about improvement in all enterprises, the Chamber of Commerce recommends that those who have complaints to make on the service or conduct of the ticket offices, that they do not make such complaint to the railroad administration, but should file complaint with the Chamber of Commerce, who will make proper investigation, and endeavor to effect correction. It is felt that the Ticket Office management has, and is, putting forth its very best efforts to serve the traveling public, and complaints to the administration simply stir up matters in many cases unnecessarily, and the same end could be reached by proper co-operation with local authorities.

CUMMINS BILL PASSED.

The Cummins Bill providing for the restoration of the rate-making power of the Interstate Commerce Commission for the remaining period of Federal Control has been passed by the House, and will now go to conference because of changes made in the Senate bill by the House Committee.

The bill also provides that increases in intrastate rates shall not be made without the approval of the regulating tribunals of the states involved; judgments against carriers under federal control shall be paid either from the revenues of the defendants or from the revolving fund; that the period of federal control shall be eliminated from the period of limitation under present law, in presenting claims to carriers, filing complaints before the Interstate Commerce Commission, and in bringing suits.

(Continued on Page 704.)

TRAFFIC AND TRANSPORTATION.

(Continued from Page 703.)

This last provision will correct a situation which has been the cause of annoyance and hardship to shippers who have had the experience of their legitimate claims being turned down simply because, claim being pending, they have not filed complaint or suit for recovery before the running of the two year period of limitation.

INCREASED PRODUCTION.

The following excerpts have been taken from an interview of Senator James A. Reed, at Muskogee, Oklahoma, September 29, 1919.

Two principal causes are behind the present labor unrest and the high prices. Production has fallen behind consumption because of the temporary stoppage during the war, and the circulation of currency has doubled in the last five years. To these are ascribed high prices.

There's nothing really adnormal in present conditions. High prices follow every war and it takes some years for everything to become readjusted.

Our production has fallen away behind our consumption and it may take some time to catch up. The thing for people to do now is to go to work and produce goods—and to stop agitating. Go to work and the matter will adjust itself.

"Do you think that anything Congress can do will hasten the return of lower prices and normal conditions of production and consumption?" was a question asked of the Senator.

"To be frank—no," said the Senator. "Just to illustrate, let me ask you this question: If you had a million dollars, were ready to invest it in some business and found that Congress was about to or had regulated that business, what would you do with that million?"

"Probably keep it," was the inevitable answer. "And that's just the reason why Congress should keep hands off and let matters readjust themselves," he said.

"If they tax excess profits, the capitalist almost inevitably passes the extra cost on to the consumer. And it's folly to tak of limiting profits."

PLACARDING CARDS.

The Railroad Administration announces that they will permit shippers to placard cars to indicate side from which they should be unloaded. This practice will enable switching crews to properly place cars for unloading with the least possible switching.

It is recommended that such cars be carded "UNLOAD ON THIS SIDE", and "UNLOAD FROM OTHER SIDE." This will be conducive to heavier loading, particularly of closed cars, as it will indicate in cases where cars are loaded to the roof, from which side the unloading can be most easily accomplished.

WATER CARRIERS.

The Board of Directors at their meeting September 23rd, approved the recommendations of the Traffic Council, on Referendum No. 3 of the National Rivers & Harbors Congress, covering status of water carriers.

The principal features of the referendum, and the action taken by the Chamber thereon, are:

A rigid long and short haul provision in

the Interstate Commerce Act opposed.

The Government should compel through rail-and-water routes, and joint rail-and-water rates, covering the entire country in so far as is practicable. Interchange of traffic between rail and water lines, should be on the same basis as between rail lines.

Water carriers, when forming through joint routes with rail carriers, should be declared common carriers.

The Interstate Commerce Commission should have power to fix both minimum and maximum rates.

The establishment of a Federal Transportation Board opposed.

MATTERS BEFORE DISTRICT COMMITTEES.
Omaha Committee.

Docket 355-A. Proposed to cancel commodity rates on scrap iron from points in Nebraska to points in Nebraska and Missouri River points, class rates to be applied in lieu thereof (date of hearing to be announced later.)

St. Louis Committee.

Docket 1319. Proposed to amend Mo. Pac. Circular 2-0, item 815-B, paragraphs "D" and "E" (transit rules on grain) by adding thereto the following note: (Oct. 8.)

"In the absence of a through rate on the out-bound commodity point of origin to destination, the rate to be applied to the through movement will be that applicable to the inbound commodity."

Docket 1343. Proposed to amend M., K. & T. tariff 4096-F to provide for rates on Grain and Grain products, C. L., from points on that line in Missouri, Kansas and Oklahoma, to Cedar Rapids, Ia., in connection with C., E. I. & P. R. R. It is stated that rates now published from Cedar Rapids are result of clerical error and that rates should be published in opposite direction. (Oct. 8.)

Docket 1356. Proposed to amend C. & A. tariff 500-E to provide minimum marked capacity of car but not less than 60,000 lbs., on Brick and Clay, C. L., from Farber, Fulton, Mexico and Andalia, Mo., to Kansas City, also to provide for absorption of switching at Kansas City. (Oct. 8.)

Docket 1368. Proposed to amend C., R. I. & P. tariffs applying to, from and between points in Missouri to provide for corn rates on Corn Grits, C. L. (Oct. 8.)

Docket 1372. Proposed to cancel item 11 M., K. & T. tariff, 4390 which provide that empty sacks to the extent of one per cent of the carload weight may be loaded with shipments of, and at the same rates applying on Grain products. (Oct. 8.)

Docket 1389. Proposed to cancel following rates from C. & A. tariff account that line claiming no movement thereunder. (Oct. 22.)

Tariff 500-F.

Item

No.

279 Coke and Tar C. L. from Kansas City to Independence, Mo.

280 Coke and Tar from Kansas City, to Independence, Mo.

355 Scales, from Kansas City to Independence Mo.

360 Scales, from Independence to Kansas City.

365 Scales, from Independence to Kansas City.

380 Wood, Cord, from Independence to Kansas City.

244 Canned goods, from Missouri points to Kansas City.

(Continued on Page 705.)

TRAFFIC AND TRANSPORTATION.

(Continued from Page 704.)

326 Rails, from Kansas City to Missouri points.

327 Rails, from Kansas City to Missouri points.

328 Rails, from Kansas City to Missouri points.

335 Sand, from Kansas City to Mexico.

375 Ties, Wooden, from Kansas City to Mexico.

Tariff 1400—F.

50 Stone, from Selsa, O.M., to Kansas City.

Chicago Committee.

Docket 726. C. M. & St. P. R. R. propose to absorb \$1.00 per car switching charges on Hogs, C. L., from Milwaukee, Wis., (originating at Missouri River points) to Cudahy, Wis. Present absorption \$3.00 per car. (Oct. 8.)

Docket 745. Proposed to establish rates 27½c per 100 lbs., on Agricultural Implements, C. L., from Ottumwa, Ia., to Kansas City and other lower Missouri points in lieu of present rate 25c. (Oct. 14.)

Docket 748. Proposed to amend W. F. T. B. Circular 1-N to provide the following rule "Scrap rails and old rails having value for re-melting, re-rolling or re-heating purposes only—apply scrap iron rates and minimum weights." (Oct. 15.)

St. Paul Committee.

Docket 153. Proposed to provide minimum weight 30,000 instead of 40,000 lbs., on scrap paper, C. L., from Kansas City and other Missouri River points to St. Paul and points taking same rates. (Oct. 8.)

RATES AUTHORIZED.

F. R. A. 13005. Authorizes rate 24c per 100 lbs., on packages, beer, beverages, etc., empty

returned from Nickerson and Sterling, Kan., to Kansas City and 27c to St. Louis.

F. R. A. 13125. Authorizes rate 44c per 100 lbs., on Hay and Straw, C. L., from Ute Park, N. M., to Kansas City and other Missouri River points.

F. R. A. 13941. Authorizes transit on Grain and Grain products at Cedar Rapids, Ia., when from Kansas City, St. Joseph, Atchison and Leavenworth and destined to points on C. M. St. P. R. R. in Wisconsin and Michigan.

F. R. A. 13965. Authorizes agent Morris to amend his tariff 228 to provide that combinations authorized therein will be used only on Junction point at which there are track facilities for interchanging traffic.

F. R. A. 14109. Authorizes all lines in Western Territory to eliminate "Soda Crystals" from items applying on Soda ash and to add thereto "Sodium (Soda), carbonate of; Soda Ash, Monohydrate or Sescui; Carbonate."

F. R. A. 14529. Authorizes all Western lines to amend their tariffs naming rates on Clay, Shale and Clay products (other than enameled or glazed brick), carloads as follows "Rates on articles named (other than enameled or glazed brick), to be increased two cents (2c) per 100 lbs., over rates in effect May 25, 1918 where the rates were on that date the same as or based on arbitraries over brick rates (other than enameled or glazed.)"

Every member of the Chamber should attend the Annual Meeting and Membership Rally at the Hotel Baltimore to-night.

AWNING STORAGE

WE WILL TAKE DOWN YOUR AWNINGS,
STORE THEM FOR THE WINTER, PROTECT
THEM WITH INSURANCE AND PUT THEM
UP NEXT SPRING. ∴ ∴ ∴ ∴ ∴

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KANSAS CITY,

MO.



Annual Meeting
of the
Chamber of Commerce
of Kansas City
Tuesday, October 7, 1919
Eight o'clock p. m.
Francis I and White Rooms,
Baltimore Hotel

What the Chamber of Commerce is doing and what is planned for next year will be told.

President B. A. Parsons and his Vice-Presidents will each make a brief report.

The new President, W. S. McLucas, and his Vice-Presidents will be installed.

Come out and hear what the Chamber is doing and give encouragement to your new officers.

The spirit of the old Commercial Club and the Kansas City spirit of today will blend in this

Big Membership Rally
Don't Miss It!

Music——Cigars——Cider——Doughnuts

No Bi-Weekly Luncheon
on Wednesday this week

OCT 18 1919

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 41

KANSAS CITY, TUESDAY, OCTOBER 14, 1919

Annual Report

What has been done

and

What will be done

by The

Chamber of Commerce

of Kansas City

are told in this issue by

B. A. Parsons, Retiring President,

and

Walter S. McLucas, New President

See back cover for announcement
of Wednesday meeting.

AGRICULTURE

CITIES DO NOT GROW ' THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

OFFICERS.

President.....W. S. McLUCAS
First Vice-President.....ANDREW YOUNG
Second Vice-President.....SOLOMON STODDARD
Third Vice-President.....W. H. WEEKS
Fourth Vice-President.....H. J. WATERS
Fifth Vice-President.....FRANK J. DEAN
Sixth Vice-President...W. MALCOM LOWRY
Treasurer.....JAMES KETNER
General Secretary.....JOHN M. GUILD
Asst. to the President...E. M. CLENDENING
Industrial Commissioner...E. W. MENTEL
Transportation Commissioner...R. D. SANGSTER
Civic Secretary.....WALTER MATSCHECK
Agricultural Commissioner.....O. K. QUIVEY

DIRECTORS.

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F. B. HEATH SOLOMON STODDARD
CLIFF C. JONES JOHN M. TOWNLEY
JAMES KETNER H. J. WATERS
C. O. LARUE W. H. WEEKS
W. MALCOM LOWRY HERBERT M. WOOLF
ANDREW YOUNG

ON THE opposite page are shown the new President, six Vice-Presidents and Treasurer who were installed in their respective offices at the annual meeting held the evening of October seventh, when by every word and act the nearly five hundred members present not only expressed confidence in the new administration but approval of the new president's program for the new year and a pledge of support in carrying it out.

The new officers are:

President, WALTER S. McLUCAS.

Vice-Presidents:

ANDREW YOUNG, Civics
SOLOMON STODDARD, Industry
W. H. WEEKS, Traffic
H. J. WATERS, Agriculture
FRANK J. DEAN, Publicity
W. MALCOM LOWRY, Y. M. D.
Treasurer, JAMES KETNER.

Inaugurated on Tuesday evening. President McLucas indicated the next day the pace he intends to set by calling a meeting of the House (Finance) Committee for Thursday and a meeting of the new Board of Directors for Friday.

The new Board of Directors, including the ten members who carried over from the last administration, consists of:

W. J. Brace	W. S. McLucas
Geo. H. Bunting	Frank C. Marqua
F. O. Cunningham	Sam B. Sebree
Frank J. Dean	F. C. Sharon
Bruce Forrester	Solomon Stoddard
F. B. Heath	John M. Townley
Cliff C. Jones	H. J. Waters
James Ketner	W. H. Weeks
C. O. LaRue	Herbert M. Woolf
W. Malcom Lowry	Andrew Young
Milton H. Luce	

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W.S. McLUCAS - PRES.



W.H. WEEKS - 3rd V.P.



Dr. H.J. WATERS - 4th V.P.



FRANK J. DEAN - 5th V.P.

1919-20
OFFICERS
CHAMBER
OF
COMMERCE
OF
KANSAS CITY



W. MALCOM LOWRY - 6th V.P.

FOREIGN DELEGATES WILL VISIT KANSAS CITY.

The final itinerary for the International Trade Conference Tour has been received. The Commissioners and party will arrive in Kansas City from St. Louis over the Wabash at 7:00 a. m., Friday, November 7 and will leave Kansas City for Chicago over the Santa Fe at 6:00 p. m., Saturday, November 8.

The party will number approximately eighty, including members of the Foreign Missions, representatives of the National Chamber and the Executive Staff. The personnel of the Foreign Missions was published in The Kansas Citian of September 23. The party will be divided between the Muehlebach and Baltimore Hotels.

The reception and entertainment of the distinguished guests who are coming to Kansas City on a commercial mission is in the hands of a large and representative committee headed by President W. S. McLucas who has as his assistants Messrs. C. W. Lonsdale, Chairman of the Program Committee; C. C. Peters, Chairman Committee on Belgium; John Fennelly, Chairman Committee on England; Solomon Stoddard, Chairman Committee on France, and N. N. Dalton, Chairman of Committee on Italy.

The specifications received call for various conferences between the different national groups on a wide variety of subjects: also for visits to leading industrial plants and, if time permits, a tour around the city.

Advantage will be taken of the opportunity to develop closer relations between Kansas City and these four European countries at a big dinner at the Muehlebach Hotel on the evening of Friday, November 7, and all of the John Jay Dinner features will prevail at that time making unnecessary a strictly John Jay Dinner on the evening of November 19, as had been originally intended. Members are asked to reserve that date for this occasion.

COMMITTEE OF ONE HUNDRED.

Not much has been heard recently concerning the activities of the Committee of One Hundred on the Street Railway situation. The reason is simply that the sub-committees have all been at work preparing their reports. Reports of several of the sub-committees are now ready for submission to the Executive Committee. Within a very short time the last one will be in the hands of the Executive Committee and then that committee will start the work of preparing a final report for submission

MAKING UP NEW COMMITTEES.

These are busy days with the new Vice-Presidents of the Chamber of Commerce. Each one has the responsibility for completing his committee organization. They find themselves confronted with different and difficult problems.

On the one hand is a tendency to want the same men for important places in the respective organizations, and as it is the purpose of the new administration to avoid duplication in committee work, as far as possible, there is keen competition.

On the other hand there is such an abundance of committee material to choose from that it is not a question of getting men to serve but choosing the best men from those who are willing to give their time and effort during the next year and holding down committee sizes to a workable basis.

President W. S. McLucas has made it known to his new colleagues that where good men served last year, they should be retained, if possible. It is his idea that very often it takes a committee a year to get a good grasp of its work and get it well under way. He is therefore opposed to disrupting a good committee organization that finished last year "going strong".

A few committees will be carried over intact, such for instance as the one on Convention Hall Annex project.

Last year quite a number of committees were "at large" such as the House, National Affairs, Inter-City, Postal Efficiency, Readjustment and Rivers and Harbors. Of these the Charities and Inter-City Committees are being attached to the Civic Department. Postal Efficiency is now a part of the Industrial Department and Rivers and Harbors of the Traffic Department.

The House Committee will continue to be free of any department as will also the Committee on National Affairs, Legislative Committee and Readjustment Committee. The fields covered by these committees are so wide that they cannot be limited to the activities of any department.

to the entire Committee of One Hundred.

The amount of work the various sub-committees have done is enormous. A vast mass of material has been collected and the mere summarizing and correlating of the evidence submitted by the various sub-committees will be a big job for the Executive Committee.

Within a few weeks however it is expected that the final report will be ready.

The Annual Meeting

ACCORDING to every one of the 467 members who packed the Francis I and White Rooms of the Baltimore Hotel on the evening of October 7, neither the Chamber of Commerce nor its predecessor, the Commercial Club, ever before had such an Annual Meeting. Not only was this true in the matter of numbers, but in the substantial reports that were made and the spirit that prevailed.

Certain it is that the new President, Walter S. McLucas, has every reason to feel encouraged at the threshold of his administration. The way he was received by his fellow members testified the kindly disposition of the community towards Mr. McLucas the man, as well as towards Mr. McLucas, banker and business leader of Kansas City. The same sentiment toward the retiring President, Mr. B. A. Parsons, was evidenced when the two entered the room arm in arm. As Mr. Parsons said in his opening remarks, "It certainly does me good to see so many people out tonight and as I remarked to Mr. McLucas as we came in, I wonder if the more than generous cheers are because the members are glad to see me go out of office or glad to see him come in."

Any such hallucination was quickly dispelled as Mr. Parsons, in making a report of his stewardship, mentioned in his quick rapid fire manner one important achievement after another until it seemed, as is actually the case, that no worth while civic or commercial accomplishment of the year was put through without the Chamber of Commerce having been identified with it in some way. His report appears in full in this issue. So also appears a report of the wonderfully inspiring inaugural address made by Mr. McLucas.

The gathering that faced Mr. Parsons when he called the meeting to order was the largest and most representative that has ever assembled for consideration of the city's affairs and following the retiring president's report, each of the vice-presidents was introduced in turn and presented a detailed report covering his respective department as follows:

Civic—Cliff C. Jones.

Industrial—S. B. Robertson.

Traffic—C. D. Carlisle, representing Mr. C. W. Lonsdale who was unable to be present.

Agricultural—Dr. H. J. Waters.

Conventions and Publicity—James Ketner.

Young Men's Division—F. C. Marqua.

Every man's presentation which lack of space prevents being here published, was well received in a way that could not be construed otherwise than as an endorsement of the Chamber's present form of organization and scope of activity.

Then the new President was introduced by Mr. Parsons in the following words:

Now gentlemen a Chamber of Commerce must either go ahead or go back; it cannot stand still. The organization started two years ago by Mr. Franklin D. Crabbs and developed by him last year and carried to the best of our ability through the present year will go forward by leaps and bounds under a man who has shown that he has the interest of Kansas City and the interests of the Chamber of Commerce at heart, who during the past year has given more time on the Board of Directors than almost any other man. He has rare judgment, a man that you have made no mistake in selecting as your president. I take great pleasure in turning over the gavel to our new President Walter S. McLucas.

(President McLucas' Inaugural Address is given in full on Page 715.)

Mr. McLucas after his own address introduced in turn Second Vice-President Solomon Stoddard, who as the new head of the Industrial Department called attention to Kansas City's great opportunity to stop the movement of the raw products through Kansas City from the West to the East and which after being manufactured come back through Kansas City to the West again. He urged attention to the bringing to Kansas City manufacturing plants to make this double movement unnecessary. He also took occasion to drive home a fine point in regard to the need in Kansas City of a sympathetic interest in and encouragement to any industry that has any reasonable right to start business here. He pointed out that simply because Kansas City bankers and others have had greater experience with and interest in land, farm products and oil there is no reason why they should not realize that many of the industries now confined to the East could be just as successfully conducted in the West if the public mind were so educated.

Third Vice-President W. H. Weeks as the new head of the Traffic Department, Dr. H. J. Waters as the continuing Fourth Vice-President in charge of the Department of

(Continued on Page 719.)

Referendum on Report of Special Committee on Automatic Telephone Equipment

TO ALL members will be submitted this week a referendum for their vote on whether or not the Chamber of Commerce of Kansas City shall recommend to the city administration and ask the Kansas City Telephone Company for the complete installation in Kansas City of the most modern and successful automatic telephone equipment.

Every member will be sent a printed copy of the report of the special committee that was appointed by the Board of Directors on July 15, 1919, to make an investigation of the automatic system, in anticipation of the actual physical merger of the Kansas City Home Telephone Company and the Southwestern Bell Telephone Company. This committee, headed by Ex-President B. A. Parsons, visited Minneapolis, St. Paul, Muskegon and Grand Rapids, where automatic service is in use and also visited the plant of the Automatic Electric Company in Chicago where the equipment is made. Their trip was to ascertain the practicability, popularity and success of the automatic. In

addition to the investigation of the committee, Messrs. Walter M. Jaccard and J. C. Nichols made an investigation of the automatic system in Los Angeles while there during the summer. Their statement is included as a supplement to the committee's report.

The Directors of the Chamber consider the matter of sufficient importance to justify the heavy expense of printing the report and mailing it to every member for his expression. It is a vital question to the future of Kansas City and should command nearly a hundred percent response. The return postal card on which a member is asked to vote carries a postage stamp, and failure of any member who is in the city to vote in time to have his ballot counted will be credited with civic and commercial indifference.

Every member should vote and if necessary to reach an absent member his business associates should forward the referendum to him wherever he may be. The time limit allowed will permit of this.

JOHN JAY DINNER. NOVEMBER 7.

Instead of observing the usual date, November 19, for the annual dinner of the Chamber of Commerce, known as the John Jay Dinner, this will be held this year on the evening of Friday, November 7. This change is due to the fact that the coming of the big commercial delegations from Britain, Belgium, France and Italy has been postponed from October to November and it is the Board's idea that advantage should be taken of the opportunity to combine the two. This particularly for the reason that the John Jay Dinner is in commemoration of the commercial treaty between Great Britain and the United States in 1894. This will be doing honor particularly to the British delegation without interfering in the least with the purpose of the Belgian, French and Italian missions.

While the dinner will be the social function of the occasion, it is being planned at the request of the Chamber of Commerce of the United States in order to give the visitors an opportunity to deliver messages from their respective countries.

LIBERTY MEMORIAL— CHARITIES DRIVE.

Kansas City's biggest drive for contributions will be held the last part of the present month. After several months of work the Liberty Memorial Association decided on the type of memorial to be constructed and now the Association believes the time is ripe to raise \$2,000,000.00 for the purpose of building the memorial.

At the same time approximately \$500,000.00 is to be raised for the Charities Chest. This sum has been arrived at by the Charities Committee of the Chamber of Commerce as the amount necessary to maintain twenty-nine charities, which will be supported through the Charities Committee fund next year. For several weeks the Charities Committee has been holding meetings and going over requests.

These two funds together make a total of \$2,500,000 to be raised at one time. The fact that payment for the Liberty Memorial subscriptions may be spread over two or three years will make the task somewhat easier.

The job is a big one and a complete campaign organization has been formed with Mr. R. A. Long as chairman, and Mr. B. A. Parsons, as Chairman of the Workers.

It pays to advertise in the Kansas Citian.
Rates reasonable.. Select list. Main 119.

Annual Report

Chamber of Commerce of Kansas City

President B. A. Parsons

ANY success that has attended the Chamber of Commerce during the past year has not been due to any one man. Without the Board of Directors, without the Executive Committee, without the staff organization, without the membership and the committees that worked so faithfully, there could have been no success whatever, so when I present my report I hope that you will understand that anything I say about any successes that we have had during the past year I do not take unto myself.

The various departments of the Chamber of Commerce are so thoroughly organized that they have functioned very very successfully during the past year. There are six departments. I am going to speak briefly of each:

AGRICULTURE

The agricultural department, which is still somewhat of an innovation in Chamber of Commerce work, is the city man's way of expressing interest in the working for better agriculture in every direction, and applies to better breeding of all live stock and poultry, as well as fruit culture and raising of cereal crops.

To that end we have the Farm Congress and Soil Products Exposition and we have been identified in a financial way with the American Royal, Heart of America Poultry Show and several others.

In this connection the proposed new exposition building that has occupied our attention for a good many months and has finally centered in plans for an annex to Convention Hall had its inception with the Agricultural Department. If Kansas City is to be the Agricultural Capital of this section, holding agricultural shows, here is one of the best ways to bring that about.

The farm labor campaign of last year was an example of practical co-operation with the farmer at a time when his year's work and the nation's food supply were in jeopardy. We were instrumental in helping them to the extent of 12,000 workers.

The Agricultural Department is entirely responsible for the organization of the Good Roads Association of Greater Kansas City through which it is now Kansas City's

purpose to further all worthy good roads projects.

CIVIC

Really our first activity of the year was in connection with the influenza epidemic, compelling the closing of all public places and discontinuance of all public gatherings, regardless of effect on business; and when the ban was prematurely lifted, compelling it to be put on again.

Took the initiative in lining up all civic organizations to function though the employers' association in the last street car strike.

Responsible for tying in twenty-four of the leading charities with the united war work campaign, resulting in the determination to continue the charities chest on a broader plan to include all worthy charities.

Another civic activity had to do with the culmination of the telephone merger in which the Chamber of Commerce has been the active agent since its inception; and more recently conducting an investigation of the automatic telephone equipment for installation when the physical merger is accomplished; now conducting a referendum among the Chamber of Commerce members.

Appointed an Inter-City Committee made up of representatives of the two Kansas Cities through which was handled such things as the Twenty-third Street Viaduct and other matters pertaining to the West Bottoms in which both of the cities are vitally interested.

In a legislative way secured the passage by the last general assembly of constitutional amendments to provide for greater charter making power and greater bonding indebtedness.

Now after more than two months of hard work the Committee of One Hundred on the street railway situation is bringing its efforts to a close for the solution of Kansas City's most vital local problem.

INDUSTRIAL

We were in the war at the beginning of this administration, deeply involved and devoting a major part of our time and effort in war work particularly in securing war orders through what was then known

(Continued on Page 714.)

Annual Report

(Continued from Page 713.)

as the Fourteenth Region Resources and Conversion Section of the War Industries Board, and we were surely "pulling down" some big orders for munitions and other equipment when the armistice was signed. We immediately closed our Washington office and set about assisting those who had orders, in securing reparation for money invested in buildings, equipment and material. From that we turned to the readjustment problems which are still with us.

We conducted an employment bureau for soldiers and sailors returning from service and operated this with great success up to the close of our fiscal year as part of Readjustment Committee's activities.

Through the Industrial Department Americanization work has been developed and the employment managers organized.

What appeals to the average mind is the securing of industries. Our efforts in that direction have not been entirely to bringing in concerns from the outside, but we believe in keeping the industries we have and helping them. This we have done, the Black Steel and Wire Company being an illustration.

The outstanding accomplishment in bringing new capital to Kansas City was in connection with the National Cloak and Suit Company that will start business soon with a thousand employees in a \$2,000,000 plant.

The Industrial Committee uses discrimination in going after new concerns so as not to bring here anything that is "on its last legs" financially, or otherwise, and to do this it is now equipped with a very complete homemade industrial survey, authentic statistics and is right now getting out a trade directory and industrial map and an illustrated folder.

Another phase of industrial work is its investigation of inventions and encouragement and assistance to worthy devices.

In the matter of legislation, the outstanding accomplishment of the year was furthering the passage of a workmen's compensation bill for Missouri.

Since the close of the war more attention has been given to the promotion of foreign trade than ever before in Kansas City's history.

I want to particularly commend the chairman and members of the Legislative and Industrial committees.

PUBLICITY—CONVENTIONS.

Maintained and expended a small part of a \$25,000 fund for the securing and proper care of conventions. Conducted an unusually active campaign for 1920 conventions as well as taking care of all that came to Kansas City this year, featuring agricultural conventions particularly.

The Board of Directors has just authorized going after the 1920 Republican Convention, involving a tremendous effort, but believe it will be successful.

The Kansas Citian, the mechanical end of which is handled through the Publicity Department, goes regularly to our 4600 plus members as well as the ministers of the city, city officials and a somewhat extensive exchange list.

TRAFFIC.

The department is maintained to serve the members in a variety of ways; an extensive tariff file is maintained, freight rates quoted, information given on rules and regulations of carriers, advice offered in the handling of claims, complaints as to delayed service, or ser-

vice in general, are investigated and corrections and improvements sought; information is given relative to proposed rate changes, members are represented before interstate and state regulatory bodies and before district traffic committees of the railroad administration. Negotiations are conducted on behalf of members for rate adjustments; in fact the whole work of the department is directed along lines of seeing that the community of Kansas City and its various interests are not subjected to unjust, unreasonable or unjustly discriminatory transportation charges and that transportation service commensurate with the needs of the community is available.

During the whole of the past year the Transportation Commissioner has served as a shippers member of Kansas City District Freight Traffic Committee of the railroad administration, having jurisdiction over freight rates of federally controlled carriers in this district.

The department has given attention to railroad legislation with particular thought to the return of lines to private ownership and operation.

Much important litigation was handled this year involving carload rates to Nebraska, Memphis-Southwestern investigation, drayage and hay reconsigning C. B. & Q. live stock case and scrap iron from Kansas, involving attendance at innumerable hearings and filing of briefs.

The department represents exclusively live stock, grain and hay interests as well as the general shippers interests of the community. This is more than other Chambers of Commerce do.

To the Traffic Department was added last year the Rivers & Harbors Committee to look after Kansas City's interests in connection with the improvement of the Missouri River.

YOUNG MEN'S DEPARTMENT.

As membership of a Chamber of Commerce is fundamental, the increasing of our membership from some 3600 to over 4600 by a big drive last spring and continued effort throughout the year has made it possible for the Chamber to carry out a much broader program than ever before attempted. The Chamber was assured a bigger budget than it ever had before with consequent benefit to the community, our membership standing today being 4648 members.

Prominent visitors to the city, whether or not strictly commercial, have been well received and entertained and where necessary have been furnished opportunity to address large gatherings. This is particularly true in connection with the Theodore Roosevelt Memorial and President Wilson's visit. Innumerable luncheons and dinners have been given to others of less note and every other week there has been given a Y. M. D. luncheon with good fellowship and acquaintance among members as their main purposes.

The same good fellowship thought but for its extension outside of the city was reflected in three good fellowship automobile tours made through Missouri and Kansas during the year, visiting the smaller towns in the nearby trade territory and making better friends of Kansas City's near neighbors.

In trade extension work the outstanding feature was the conducting of the "Victory Special" as the resumption of Kansas City's annual tour in the outlying trade territory to increase

(Continued on Page 718.)

Inaugural Address of Walter S. McLucas, the Chamber's New President, At the Annual Meeting

IN RESPONSE and before dealing with any of the problems of the future President McLucas, when introduced at the Annual Meeting, October 7, asked that every one present express to the retiring president, vice-presidents and to the secretarial staff appreciation of the wonderful record of the year by rising as a vote of thanks and endorsement of their work. Every one stood.

Then speaking for himself he expressed the belief that Kansas City had intended to be kind to him when they asked him to be president of the Chamber of Commerce, an honor that he declared he feels and appreciates, but with a full realization of the heavy responsibility.

Fortunately, he said, he was not going blindly into the presidency as with his experience of the past year as a director, and as a former president of the St. Joseph Chamber of Commerce, he is somewhat acquainted with his prospective duties.

He then declared as a few of the reasons for his acceptance, the six strong men who would be his vice-presidents: Andrew Young of the Civic Division, Solomon Stoddard, Industrial; W. H. Weeks, Transportation; Dr. H. J. Waters, Agriculture; Frank J. Dean, Conventions and Publicity, and W. Malcom Lowry, Young Men's Department, with James Ketner as Treasurer and Chairman of the Finance Committee. He also mentioned by name the other thirteen men who with these officers would constitute the new Board of Directors.

Likewise he named the Secretarial Staff, every one of whom he declared had been chosen because of his splendid qualifications for the work and that experience had proven them "really the greatest corps of experts connected with any Chamber of Commerce in the United States."

Referring to the red card announcement of the annual meeting, he called the attention of the audience to the fact that the Chamber of Commerce is Kansas City's greatest business organization and from his observation of it, is now functioning perfectly, every cog in the wheel properly adjusted and all responding to the many demands that are made daily upon it.

He said he was pleased with the comprehensive report made by the retiring president as it gave those present a wonderful insight into the activities of the association but that, however, interesting the

retrospect, attention must now be directed into the realm of prospect, leaving behind the field of achievement and entering the domain of expectancy. What the past administration had done inspired the hope and belief that the new administration will accomplish even more and better things for Kansas City, as the corporation is so organized that it is capable of doing in an efficient way whatever may be necessary.

To the members he gave credit for the splendid organization that Kansas City now has and stated that there is need of it in a year that gives prospect of having more important problems to solve than any year within the present generation, because of the requirement for intelligent reconstruction of the business fabric so badly disrupted by the war. He pointed out that while it is not well to abandon old ideas entirely, the problems of the day call for solutions along new lines of progressive thought and that the Chamber of Commerce must needs be a not unimportant factor in the plan and work of this reconstruction period was the thought next driven home with emphasis on the grave responsibilities that rest upon business men in this crisis.

"To meet the abnormal conditions and bring them back to normal calls for a complete and absolute solidarity of purpose: the Chamber of Commerce with its 4,600 members, with all its wealth of systematic efficiency, is prepared to give this if properly supported." This, he said, does not necessarily mean that all should travel the same pathway nor follow the same channel of thought, nor make for a lessened originality of idea, nor initiative of action, but does mean that the corporation of nearly five thousand members, truly representative of Kansas City, can accomplish anything it sets out to accomplish if undertaken unitedly, actively, aggressively, sincerely and wholeheartedly.

Some of the big contracts that the corporation has on hand were mentioned by the Chamber's new head, requiring, he said, not only the attention and careful thought of every officer, director and employee, but of each and every stockholder in the corporation. He specifically mentioned the big fund to be raised for a great soldiers' monument; the building of an armory to house

(Continued on Page 721.)

HERE'S HOPING, PRESIDENT McLUCAS.

"The Chamber of Commerce must either go forward or backward; it cannot stand still, and, I am predicting that the movement will be forward"—

That's what B. A. Parsons, retiring president, said Tuesday night as he turned the presidency of the Chamber over to W. S. McLucas, president-elect.

"Yes, we are going to make it a forward marching proposition," said the new president, by way of response.

Then President McLucas discussed some of the things he regards as part of a progressive program. Prominent among the work mentioned by President McLucas is the suppression of bolshevism, just so far as possible within the jurisdiction of the Chamber of Commerce; betterment of street railway service; improvement of paving; action on the proposed Convention Hall Annex, an armory for the national guard and concerted effort to bring the next Republican presidential convention here.

Good—

The Post fully indorses every idea advanced by President McLucas, and incidentally, let us suggest a few more things that would fit nicely into the progressive program. Here they are:

Wider streets—widen them NOW, because with the steady advance of property values the cost of the widening process will increase rather than diminish.

A new city charter—while we are about it, let's get a charter that will benefit conditions when we reach our million population goal.

More factories—that's an automatic way of bringing the population up to the million mark.

River transportation to supplement railway service.

The Post has an abiding faith in the ability of President McLucas and his co-workers to accomplish whatever may be undertaken. President McLucas has proven his merit as a progressive executive. Although he is comparatively young, he has achieved much in a business way and it is fortunate for Kansas City that such a progressive citizen has been chosen head of the Chamber of Commerce.

Much has already been done toward making Kansas City great, but there is much yet to be done.

Suppose we all work together and do it.

—The Kansas City Post, October 8, 1919.

HATS OFF TO PRESIDENT PARSONS.

Kansas City takes its hat off to B. A. Parsons, retiring president of the Chamber of Commerce. He has done a big job in a big way. Under the inspiration of his leadership the Chamber has taken an important part in matters of public welfare as well as in promoting the community's business interests.

That the Chamber has had a fine year from the business standpoint goes without saying. It is made up of the best business brains in Kansas City. That it has exercised a wider influence for the common good is due first of all to the devotion, broad vision and high intelligence that President Parsons brought to his work.

—The Kansas City Star, October 9, 1919.

W. S. McLUCAS' BIG OPPORTUNITY.

W. S. McLucas assumes the leadership of the Chamber of Commerce under favoring circumstances. From his predecessor he inherits a smooth running organization. The new administration has an important asset in the momentum already acquired.

In his inaugural address Mr. McLucas outlined a program worthy of the Chamber's efforts. It is a program for a bigger, better city, for more wholesome living conditions, for an orderly, far-sighted plan of development. His own record and reputation are assurance that his best effort will be put into making the program a reality.

Kansas City will look forward to important gains through the work of the Chamber of Commerce in the coming year.

—The Kansas City Star, October 9, 1919.

MEMBERSHIP COMMITTEE'S WORK APPRECIATED.

At the last meeting of the old Board of Directors held the evening of October 3, following a brief report on the membership status of the Chamber, the splendid work of Chairman Ed. S. North and his committee in having so conducted the membership drive of last January and the work throughout the entire year that a net increase of 22 per cent has been made in the membership, was discussed and most highly commended for being an unusual showing.

The Board thereupon directed a letter of appreciation sent to Mr. North for his splendid leadership and successful work.

Ask the Advertising Department for rates
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Increased Production

By

Mr. Harry N. Taylor, President, National Coal Association

NOTE—This is the second of a series of articles being run in The Kansas Citian, by the best Kansas City authorities on the need for increased production, to stabilize business and reduce the cost of living. This is part of the Chamber of Commerce campaign of education. The first article by Mr. Charles S. Keith, appeared in last week's issue.—Editor.)

COMING just at this time, when every possible effort should be made to increase production, so as to create a surplus of all commodities, in order that the high cost of living can be successfully combated, the demand of the United Mine Workers for an increase in their wage scale of 60 per cent of the present wage, for an eight hour day, coupled with a demand for shorter working time reducing their time of employment from eight hours at the working place to six hours, out of which they also propose to take the time going and coming from work, would entail upon the people and industries of this country such a staggering increase in the cost of production that it would amount to a public calamity.

This demand, if met by the coal operators of this country, would entail an additional charge of one billion dollars per annum upon the American public in the form of an increased fuel bill. This would mean an average per capita charge of about \$10.00—an increase in the cost of living that could not be avoided.

The miners, at their annual convention in Cleveland, decided to abrogate the existing wage scale on November first, and demand a six hour work day, a five day week, and an advance of 60 per cent in wages above their present eight hour scale. A committee was appointed to present these demands to the coal operators, with the threat that if they were not granted by November first a general strike of all the bituminous coal fields of this country would be called.

With the Nation already suffering from an under-production of coal, a strike at the beginning of the winter would amount to a National calamity. On the other hand, to grant the demands of the miners would entail a heavy burden upon the already over-burdened people. This is the situation that now confronts the United States in one of the most vital and important of its industries.

The miners are now working under a contract made during the war between their union and the operators, approved by the Government through the Fuel Administration. This contract, when made, granted

the miners a very substantial increase in wages, giving full cognizance to the possible increase in the high cost of living, which might develop during the life of the same. The contract provides that the men should continue to work until the end of the war, which was construed to be the ratification of the Treaty and the proclamation of peace.

The United Mine Workers convention did not controvert that view. They simply adopted the course of setting aside the existing scale, making new demands.

There are about 600,000 men employed in the bituminous coal fields, of whom about 400,000 are members of the union. If their threat is carried out upon the verge of Winter, widespread suffering among the people and a tremendous loss to business is inevitable. This country is already facing a terrific coal shortage.

The present contract provides that the men shall work eight hours per day, six days a week, or 48 hours. The present demand of a six hour day from the time of entering the mine until leaving the same, approximates five hours work in the mine. This, with their demand for a five day week, cuts the producing time to only 25 hours per week, instead of 48 hours as at present.

Thus, in the face of the fact that we are already short of coal in this country and throughout the world, they seek to reduce production when it is vital that coal production should be increased by more work rather than decreased by shorter hours.

An investigation of the coal industry has developed that the prices obtained by bituminous operators at the mines this year have been materially less than the prices last year under Government control, and their profits have been reduced to the minimum. With such narrow margins of profit, it is impossible for the operators to absorb any of the increase in wages. Therefore, this demand for increased wages, while it is made upon the operators, is necessarily a demand upon the public.

Even more serious than the enormous increase that this would make in the cost of coal is the fact that the shortening of

(Continued on Page 722.)

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RITTERHOFF

CLARKE

STEVENS

ANNUAL REPORT.

(Continued from Page 714.)

our circle of trade. This was a six day trip with a larger attendance and involving a bigger investment of money than any similar effort prior to the war.

GENERAL.

The beginning of the fiscal year saw everyone officially connected with the Chamber deeply involved in all war drives. Throughout the entire year the Chamber's membership has been responsive to every call for volunteer workers and the headquarters force for detail work.

Since the close of the war the Chamber has enlarged its "Information Bureau" service from more or less local affairs to practically everything under the sun. To give this increased service and also perform all the work falling to the various departments has called for an office layout and equipment that has been modernized to the limits of possibility in the present quarters.

The Chamber's financial affairs are conducted under a rigid budget approved at the beginning of the fiscal year and within which the general office and departments have operated. This work under the House Committee of which your new president was chairman.

The relations with the press, city officials and the public have greatly improved in the last twelve months as evidenced by more news items and editorials, more conferences and closer relations with city officials and more frequent attendances at and participation in public meetings and gatherings of other organizations.

Amendment to the by-laws was passed permitting the election by the Board of Directors of a president outside of the Board if it should be necessary at some future time to do so.

Departmental luncheons have been a feature of the year just closed, each department having been responsible for several at which the main speaker spoke on some subject pertaining to the department and at which a report was also made of departmental work. A daily luncheon was established and conducted for several months only to be discontinued at the request of the hotel at which these luncheons were served.

In a national way the Chamber through its contact with the Chamber of Commerce of the United States has had a voice in the shaping up of trust legislation, principles of industrial relations and remedial railroad legislation, through three referenda in which Kansas City had the maximum number of votes equal to any organization in the country.

In a national way several members of the Chamber are prominent by being presidents of their various lines of business, coal, lumber, structural steel and hotels, etc. Of the Chamber's staff, the Traffic Commissioner is Vice-President of the National Industrial Traffic League, and the General Secretary is President of the National Association of Commercial Organization Secretaries.

The Chamber's latest connection with a nationwide movement, with world-wide influence, is our campaign just launched for increased production in all lines, industrial as well as agricultural in an effort to stabilize conditions and reduce the cost of living.

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INTERNATIONAL TRADE CONFERENCE AT ATLANTIC CITY.

The International Trade Conference with representative business delegations from Belgium, England, France and Italy is now scheduled to be held at Atlantic City, beginning at 2:00 o'clock p. m., Wednesday, October 22 and continuing throughout the 23d and 24th. Headquarters will be at the Traymore Hotel and the sessions of the conference will be held on Young's Million Dollar Pier.

Postponement of the Conference has resulted in having the program materially strengthened, the Committees having been able to work out details of the various topics scheduled for discussion in such a manner that the Conference will have available all the facts concerning the questions involved. Included in the subjects to be considered at the general sessions of the Conference are:

1. The economic situation in each of the countries represented and measures in contemplation to solve economic problems.
2. Needs for fuel, materials and industrial equipment from the United States and the probable duration of these needs.
3. Measures that will facilitate the supply of these needs.
4. Credits that may be needed and the conditions that would be most appropriate for credits.
5. The situation in foreign exchange and methods for dealing with it.
6. Prevention of unfair practices in international trade.
7. The desirability of arrangements for continued cooperative study of problems in international trade.

Every business man if not directly is indirectly interested in the solution of these problems in the right way and every member of the Chamber of Commerce is invited to attend the Conference. He should get in touch with General Secretary J. M. Guild for details.

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EMPLOYMENT MANAGERS MEET TOMORROW.

At four o'clock tomorrow, Wednesday afternoon, in the Board of Directors' room of the Chamber, Mr. C. C. Koehler, Employment Manager, Standard Oil Company, Sugar Creek, will address the Employment Managers' Council on the subject, "Value of Centralized Employment Department and the Employment Managers' Job."

Mr. Koehler has had a great deal of experience in this line of work and an intending meeting is anticipated. Employment managers, whether members of the Council or not, are invited and urged to attend.

THE ANNUAL MEETING.

(Continued from Page 711.)

Agriculture; F. J. Dean Fifth Vice-President, in charge of Convention and Publicity and Sixth Vice-President W. Malcom-Lowry, of the Young Men's Department, were each introduced and responded in a few words regarding future work of their departments. Mr. Andrew Young, First Vice-President was reported out of the city.

Music was furnished by an orchestra and led by Sandy Sinclair and the Y. M. D. quartet consisting of Messrs. Dawson Campbell, Dan B. Webb, John Musselman and J. E. Brown, and following the formal program doughnuts and cider shared honors with the cigars.

The following ex-presidents were in attendance: U. S. Epperson who was president in 1899; C. J. Schmelzer, 1900; J. F. Richards, 1902, and F. D. Crabbs, 1917.

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INAUGURAL ADDRESS.

(Continued from Page 715.)

the Seventh Regiment, something so obviously needed that it needs no discussion as business men recognize in it a business proposition.

He dwelt at some length on the need of a building to properly house expositions and shows, particularly those of an agricultural nature, that are held in Kansas City, and expressed the hope that such a building may be completed within the coming year inasmuch as the income from automobile, tractor, live stock and other shows will make it largely self sustaining, and thereby insure to Kansas City a permanent show place that will attract great crowds, whose coming here means everything to Kansas City and for which other cities are keenly competing.

The raising of a charities chest of \$450,000 he predicted will be comparatively easy in view of the great success that has attended the administration of the twenty-four local charities whose finances to the amount of \$300,000 were handled during the past year by a committee of the Chamber.

To do all of these things the new president said this business corporation must sell more stock during the coming year, meaning of course a membership drive which he said is an annual affair with all live successful Chambers of Commerce. He said the membership committee of last year deserved the appreciation of every stockholder, that their marvelous work has meant more than anyone could convey in a few words, as it had given the organization the needed numerical strength and financial support for the Chamber's broadening work.

He then briefly summarized what confronts the new administration if Kansas City is to be made more attractive as a home City, a better place in which to do business, more attractive for factories, and if Kansas City is to deal with the question of labor and capital in an intelligent way.

He intimated that the returned soldier and sailor problem has not been entirely closed, that there is room for improvement in the functioning of the police and court systems if the so-called race question and troublesome elements in the community are to be so dealt with as to safeguard the city against Bolshevism or any other form of inspired dissatisfaction.

He announced that it would be one purpose of the Chamber in the year to come to investigate without prejudice all matters that would properly be work of the Chamber and when reporting to the citizenship at large to do so in the spirit of fairness and honesty.

Improvement of the city streets, pavements, street car transportation and furthering the establishment of a city planning commission were some of the physical needs of the city that he dealt with.

Diverging for a moment he expressed a sentiment that was popular with his hearers to the effect that no man shall hereafter "knock" the Chamber of Commerce unchallenged, declaring that it has now filled a place in the community where its leadership is unquestioned, and added

further that to properly conduct its work negotiations are now pending for new quarters that will measure up with those of competing cities.

One of his purposes he declared would be to retain all of the present stockholders in Kansas City's biggest corporation and in addition to that sell at least one thousand additional shares. This he said is necessary if the work of the Chamber is continued on the present broad basis with the natural increase that the year would bring. The message he asked his hearers to carry away with them was regarding the necessity of greater finances insuring them satisfactory dividends, through the Chamber's effort to so shape the thought and activity of the people that Kansas City will be and remain the recognized leader in all fields of moral, commercial, industrial and civic development. That this would be no mean program he assured his hearers, making it clear to them that it comprehends all of the best of human activity, requires civic unselfishness of a high degree, and can only be attained through wholehearted personal and financial assistance and co-operation.

He credited the famous Kansas City spirit, evidenced always by the Chamber of Commerce, for having made the broad gap in the race between Kansas City and many of its one-time rivals. That this spirit would not fail and that the race would not lag was his prediction, and in the name of the noble history which the Chamber has made, in the name of the splendid men, many of revered memory, who have consecrated their lives to its cause, he asked for and said he would expect the wholehearted co-operation and assistance of the entire membership.

SETTLEMENT OF INDUSTRIAL DISPUTES.

The Board of Directors at its meeting last week directed telegrams to be sent to Missouri senators and congressmen urging that the settlement of the existing controversies between the United States and other steel corporations and their employees be left entirely to the corporations involved and such employees.

It is the Board's judgment that it is all right for Congress to conduct as much investigation as it pleases, but that Congress should not take action that would in any way interfere between the two main parties.

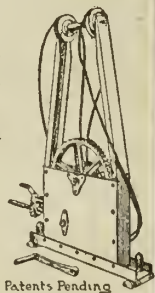
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Visiting Kansas City's Industries



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The Cook Paint & Varnish Co., formerly the C. R. Cook Paint Co., has recently reorganized as a million dollar industry. The general office and retail store is located at 1319 Grand Avenue. The Paint Factory at Broadway and 21st, is said to contain 60,000 square feet of floor space and the Varnish Plant, not including storage tanks, putty factory and warehouse at North Kansas City, has about 32,000 square feet of floor space.

COOK PRODUCTS include a complete line of Paints, Varnishes, Stains, Oils, Enamels, and Specialties. They are distributed throughout the middle west and southwest, to paint and hardware dealers, jobbers, manufacturers, painters, builders, railroads, oil refineries, etc. Export trade is conducted with South American countries.

The organization consists of nearly 500 employees, including fifty salesmen. Branches are maintained in Chicago, St. Louis, Fort Worth, Oklahoma City, Omaha and Wichita.

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AGRICULTURAL PRODUCTS DIRECTORY.

In accordance with a recent announcement in The Kansas Citian, the Chamber's Agricultural Department now has in preparation an Agricultural Products Directory.

It will be the purpose of this directory to supply the names of all Kansas City firms dealing in agricultural commodities, both plant and animal, and their by-products. No charge will be made to firms whose names and products are listed in this directory unless they engage additional advertising space, for which a charge will be made.

Questionnaires were recently mailed to all firms in the City dealing in agricultural commodities, and in case a questionnaire has not reached any member, one will be mailed upon request to Agricultural Commissioner O. K. Quivey.

The questionnaire forms giving the necessary information to the Agricultural Department should be mailed to the Commissioner promptly in order that the publication of this valuable directory may not be delayed.

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INCREASED PRODUCTION.

(Continued from Page 717.)

hours would create a condition which would be even more serious through lack of production, as it would be impossible to produce the amount of coal required to keep the people of this country warm and the wheels of industry turning, should the demand of the miners for short hours be conceded.

No Nation ever prospered by producing less. No industry can thrive unless everyone connected with it produces all that is within his power to produce, so that the best interests of the public can be fully served. Increased production is the only sure cure for the high cost of living.

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Traffic and Transportation

TWO-YEAR LIMITATION.

Shippers and receivers who have had the experience of carriers declining their just claims simply because suit has not been brought within the two year period, and who wish to assist in securing an elimination of this practice of the carriers, are asked to prepare and forward to the Department, a statement showing their loss and damage claims which the carriers have declined on account of the two-year period running, the merit of the claims being undisputed; and similarly claims which the carriers have paid, the two-year period having run.

The statement should show the name of consignor, consignee, commodity, date of shipment, date of delivery, nature of claim, amount, date paid or refused, shippers and carriers numbers; also just what statements the carriers made in declining to pay claims under the two-year limitation.

The National Industrial Traffic League, representing some 300,000 shippers, has filed a complaint before the Interstate Commerce Commission, attacking the Director General and some 2100 railroads, in an effort to secure a correction of the situation whereunder shippers are having their just and lawful claims declined on this technicality, and the information, as set out above, is wanted to place in the hands of the League's Attorneys, so that they may have proper data to proceed with the trial of this case.

Shippers who have had claims turned down are urged to give attention to this matter, in the hopes that they may secure, ultimately, just settlements.

SANGSTER ARGUES MEMPHIS CASE.

The following is extract from an article in the Traffic World of October 4, giving the gist of an argument made by Transportation Commissioner Sangster, on behalf of the Missouri river interests in the Memphis-Southwestern case, which was argued orally before the Commission at Washington, October 1.

"R. D. Sangster contended that the Interstate Commerce Commission had erred in its fourth section violation decision in fixing rates via the circuitous routes through Caldwell and Arkansas City to Kansas City. He said that in this case the record is much broader and shows a much greater density of traffic on the direct lines to the Missouri river cities than via the circuitous lines to Kansas City via Wichita and Arkansas City. The density of the direct New Orleans-Missouri river lines is 200 per cent greater than the density on the circuitous routes via Oklahoma to central Kansas. He said that on the score of density and mileage, Kansas City would be entitled to the St. Louis rates, but, he said, Kansas City is not contending for that. It is willing to take something over St. Louis with the interior Kansas jobbing points having rates over the lower Missouri river crossings. He said it was a mistake for the examiner to propose a mileage or differential adjustment to the several Kansas cities, Wichita, Salina, Hutchinson and Topeka, in particular. He said that Hutchinson, Wichita and Salina should be

grouped and related to Topeka and Topeka in turn, related to the lower Missouri river crossings."

INCREASED ELECTRIC LINE RATES.

The Kansas City, Clay County and St. Joseph Railway, have published their tariff 4-C, effective November 5, increasing freight rates between points on their line, in accordance with Freight Rate Authority granted by the Interstate Commerce Commission, as reported in a recent issue of the Kansas Citian.

INCREASED STORAGE CHARGES.

The Railroad Administration has issued an order authorizing a storage charge of \$10.00 per car per day on lumber carload, held in transit for reconsignment beyond 48 hours after free time; and also a storage charge of \$10.00 per car per day on refrigerator cars which are not unloaded at the expiration of 5 days after the hour at which free time begins to run under the demurrage rules. These charges are in addition to demurrage.

The carriers have been given permission to make these changes effective on seven days notice.

TRANSPORTATION COMMITTEES.

The Railroad Administration is appointing transportation committees at all of the larger terminals in the United States, to give particular attention to the matter of expediting car movement. The Committee at Kansas City, with headquarters at the office of Terminal Manager Corbett, is composed of,

J. V. Anderson, formerly superintendent of the Union Pacific, Chairman.

J. R. Hitchcock, formerly Agent of the Santa Fe.

S. W. Trapnell, formerly in charge of car interchange at Kansas City.

At the direction of the Railroad Administration, these committees throughout the country will make a study and report as quickly as possible, of the effect upon car detention and terminal operation of:

1. The Reconsignment privilege.
2. Shippers order privilege.
3. Intra-city switching privilege.

The Committees will be independent of any organization, and give their attention to the problem of unnecessary delay to equipment, both loaded and empty.

CUMMINS' AMENDMENT DECISION UPHELD.

The United States Circuit Court of Appeals of the 9th District, has upheld the decision of Judge Morris of the United States District Court of Minnesota, in holding that the clause in the bill-of-lading providing that the value of lost or damaged property shall be computed upon the basis of the value at time and place of shipment, is invalid, as a violation of the Cummins Amendment.

This will be of interest to shippers who have claims pending in which the basis of settlement is in controversy.

TRAFFIC AND TRANSPORTATION.

(Continued from Page 723.)

MATTERS BEFORE DISTRICT COMMITTEES
Kansas City Committee.

Docket 900-A. Proposed to discontinue absorption of cross town switching on grain, grain products, etc., at Kansas City and St. Joseph or provide for absorption of switching charges on these commodities at Topeka, Wichita and Hutchinson, Kans., under rules similar to those now in effect at Kansas City. (Oct. 21.)

Docket 947. Emergency. Proposed to establish rate 14½c per 100 lbs. on oil, petroleum and its products from Lazarus, Kans., to Kansas City.

Docket 949. Proposed to cancel commodity rate of 12½c on canned goods, C. L. between Omaha, South Omaha, Council Bluffs and Kansas City, St. Joseph, Atchison, Leavenworth applying fifth class rate 27½c in lieu thereof; also proposed to make such changes as may be necessary in other rates on this commodity to and from other points where such rates are made with relation to the above rate. (Oct. 21.)

Docket 950. Proposed to establish on cereal beverages, C. L., from Kansas City to Dallas and Ft. Worth, Tex., rate 60c in lieu of present rate 69c; Dallas-Ft. Worth Group rate 60c in lieu of present rate 87½c; Houston and San Antonio, Tex., rate 66½c in lieu of present rate 72½c; Texas Common point rate 66½c in lieu of present rate 94c per 100 lbs. (Oct. 21.)

Docket 955. Proposed to amend Missouri Pacific tariff 1129-A, item 2 by cancelling absorption of 25c per car on bedding, loading and unloading at Rosalia, Sallyards and Summit, Kan., and provide that the Missouri Pacific will perform such service when it receives a road haul. (Oct. 21.)

Docket 961. Proposed to publish following rule in M., K. & T. switching tariff 4250-C. (Oct. 24.)

"No switching charge of connecting lines at Kansas City, Mo., will be absorbed on grain, either from local or competitive points, when destined or reconsigned to elevators or industries on connecting lines at points within the Kansas City switching limits."

Docket 936. Proposed to cancel rule in M., K. & T. tariffs 4106-E, 4323-D, and 4600 providing for one half of outbound tariff rate on shipments of grain and grain products returned that have been refused account being received in damaged condition. (Oct. 24.)

Docket 967. Proposed to establish commodity rate 40c per 100 lbs. on beans, L. C. L. from Kansas City to Farlington, Kans., in lieu of present class rate 41½c. (Oct. 24.)

Omaha Committee.

Docket 402. Proposed to establish on cottonseed cake, meal, hulls and bran also linseed cake and meal, C. L., from St. Louis to lower Missouri river points rate 14½c per 100 lbs. to upper Missouri river points 17½c in order to bring rates up to corn rate. (Oct. 16.)

Docket 407. Proposed to establish extra charge of 20c per 100 lbs., for privilege of milling grain and grain products in transit at Omaha when originating at C., B. & Q. points Ralston to Lyons, Memphis to Wendover, Marquette to Gurnsey and destined to Sioux City and beyond. No charge assessed at present. (Oct. 22.)

St. Louis Committee.

Docket 1395. Proposed to cancel following rates it being claimed no movement thereunder. (Oct. 22.)

Mo. Pac. tariff 9-N items 3 to 6, 40 canned goods from Arkansas and Missouri points to Kansas City.

Mo. Pac. tariff 936-A class and commodities between Kansas City and Cape Girardeau, Mo.

Mo. Pac. tariff 1752-C, coke, C. L., Missouri and Kansas points to Kansas City.

Mo. Pac. tariff 2317-B Brick (Diamond, Mo., to Carrollton and Mexico, Mo.

Mo. Pac. tariff 3367 clay, Diamond, Mo., to Kansas City, crushed rock Leeds to Kansas City and water works spur, Kansas.

Mo. Pac. tariff 4736, cotton fabrics, Helena and West Helena, Ark., to Kansas City.

Chicago Committee.

Docket 756. Proposed to establish on chocolate confectionery, C. L., or mixed with cocoa, chocolate coating in boxes or barrels from Chicago, Peoria and Mississippi river to Colorado common points present commodity rates on cocoa, chocolate, chocolate coating in lieu of present third class rates. No adjustment proposed from Kansas City. (Oct. 15.)

Docket 760. Proposed to amend C., B. & Q. tariff 2024-X by including corn in items 3 and 4 to provide same transit as now in effect on wheat, kaffir corn and oats also to include oats in item 5 to provide same transit as now in effect on corn. The proposed changes will permit transit at Clinton and Davenport, Ia., on corn and oats from Missouri river points to points in Illinois and Missouri. (Oct. 15.)

Docket 764. Proposed to increase rates on cottonseed meal, cake and hulls, Missouri Pacific tariff 4746-B from Mississippi to Missouri river from 15c to 16½c; cottonseed hull bran C., B. & Q. tariff 12956-A from St. Louis and East St. Louis to Kansas City from 8c to 14½c; cottonseed cake and meal C., B. & Q. tariff 3200-B to Kansas City from Chicago 14½c to 18½c, St. Louis 8c to 14½c, Peoria 11½c to 16½c, in order to bring rates up to level of corn rates. (Oct. 16.)

Dallas Committee.

Docket 1232. Proposed to amend item 4514 S. W. L. tariff 1-L applying on hand washing machines from St. Louis and defined territories to Texas common points by removing the restriction confining rates to "Hand Machines" thereby providing for rates on hand, electric, steam, etc., washing machines. This department has requested that consideration also be given item 1548 S. W. L. tariff 42-0 applying on the same commodity from Kansas City. (Oct. 18.)

RATES AUTHORIZED.

F. R. A. 12844. Authorizes A., T. & S. F., to amend its tariff 6806-H and Missouri Pacific to amend its tariff 1275-F by providing for rate of 44c per 100 lbs. on hides, green, salted, C. L. as maximum from points in Kansas and Eastern Colorado to Missouri river points.

F. R. A. 13029. Authorizes A., T. & S. F., to amend rule 30, paragraph 4, circular 2030-N and UP to amend item 1820 circular 100-A (rules governing fabrication of iron and steel articles in transit) to provide that the through rate to be protected will be the rate in effect at the time shipments leave the original point of origin.

F. R. A. 13266. Authorizes following rates on glycerine (chemically pure) C. L. to Kansas City and Omaha from St. Louis 25c, Peoria 27½c, Chicago 30c, St. Paul 31c, Duluth 34c per 100 lbs.

F. R. A. 13347. Authorizes all lines in western territory to amend their tariffs naming rates on Masquite refuse molasses, beet sugar refuse syrup, the products of factories to read as follows: "Beet sugar final molasses in barrels, minimum weight 36,000 lbs. in tank cars, subject to rule No. 32 of current Western Classification."

TRAFFIC AND TRANSPORTATION

(Continued from Page 724.)

F. R. A. 13505. Authorizes following minimum weights on coal, C. L., from Southern Illinois mines to points in Missouri, Kansas, etc.

Box and Stock Cars—26 feet or less in length (inside measurement) 55,000 lbs., except when marked capacity is less actual weight will govern. Over 26 feet (inside measurement) marked capacity 60,000 to 80,000 lbs., inclusive minimum weight 60,000 lbs. Cars marked capacity over 80,000 lbs., minimum weight 80,000 lbs.

Open cars—Marked capacity of car, except when loaded to full visible capacity of car the load being well rounded up on top, the actual weight will govern.

F. R. A. 13521. Authorizes rate 44c per 100 lbs on canned goods C. L., from Colorado common points to Kansas City similar adjustment to other points.

F. R. A. 13577. Authorizes rate 15c per 100 lbs on whiting, C. L., and 10c on ground limestone, C. L., from Ralston, Neb., to Kansas City. Similar rates to other points.

F. R. A. 13798. Authorizes rate \$2.00 per gross ton on mill clinders and mill scale from Kansas City to Galena, Joplin and Webb City, Mo., Similar rates from other points.

F. R. A. 13892. Authorizes addition of following description to item 410 G. F. E. C. Tariff 1001-L, naming rates on soap from Kansas City, etc., to Key West, Fla., for export:

"Grease, soap, in tank cars minimum weight as shown in W. F. T. B. Circular 6-N. (See Note.)

NOTE—When soap grease is shipped in tank cars, rates will not apply to shipside and car-

riers will not be required to furnish equipment."

F. R. A. 13919. Authorizes A. T. & S. F. R. R. to amend its circular 2047-K item 265 which provides transit on grain at Lawrence when from Kansas City destined to Illinois junction points or beyond by increasing penalty for 2c to 2½c per 100 lbs., also item 400 providing transit at Topeka when from and to the same points by increasing charge for out of line haul from 3c to 4c per 100 lbs.

F. R. A. 14321. Authorizes all lines in western territory to amend their tariffs by cancelling the application of agricultural implements commodity rates on cream separators in mixed carloads with agricultural implements which will result in the application of class "A" rates.

F. R. A. 14337. Authorizes E. J. Boyd to amend rule 120 has circular 1-N and item 1900 his circular 17 applying on silo material by including silo door frames, iron or steel L. C. L.

F. R. A. 14358. Authorizes A. T. & S. F. R. R. to amend its tariff 5588-1 by providing minimum weights specified in Note 1, item 8, page 5, supplement 66, on cereal products as described in Western Classification resulting in increase from present minimum 30,000 lbs., to 40,000 lbs., for car 40 ft. 6 inches and under in length graduating up to 64,800 lbs. for cars 46 ft. 6 inches to 50 ft. 6 inches in length.

F. R. A. 14697. Authorizes publication of rate 50c per 100 lbs., on potatoes C. L. from Northern Pacific stations Taylor to Beach, N. Dak., inclusive to Kansas City.

F. R. A. 14704. Authorizes readjustment of rates on grain and grain products between points on the C. R. I. & P. and Atlantic Northern Ry. in Iowa, Minnesota and South Dakota and Kansas City named in C. R. I. & P. tariff 29329-B

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Unusual Eating,
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Good Fellowship

Give full support to the new committee

Adjournment at 1:45 sharp

W. MALCOM LOWRY

Vice President in charge Young Men's Department

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 42

KANSAS CITY, TUESDAY, OCTOBER 21, 1919

Departmental Reports

Increased Production

Republican National
Convention

Seventh Regiment

Agricultural Products
Directory

Don't overlook the luncheon Wednesday noon. You will want to hear General McGlachlin.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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AGRICULTURAL PRODUCTS DIRECTORY.

Attention of Chamber members dealing in agricultural products, both plant and animal, together with their by-products, is called to the forthcoming Agricultural Products Directory now in preparation by the Agricultural Department.

Copy for this publication will go to the printers at an early date and firms handling such commodities as above indicated should return the questionnaires sent them a short time ago in order that their products may be listed in this directory. No charge is made to the firms listed therein. The directory will be given judicious and thorough distribution in answer to inquiries and otherwise. Those who did not receive the questionnaire or desire further information should get in touch with Agricultural Commissioner O. K. Quivey.

INDUSTRIAL DEPARTMENT COUNCIL ORGANIZES.

The first department of the Chamber to get under way through the organization of its governing body or council for the new year was the Industrial Department. The Council is composed of the chairman of the various departmental committees with Vice-President Solomon Stoddard as Chairman.

The Council held its first meeting on Thursday afternoon last, when plans for the new year were discussed and the duties of the various committees outlined. A number of matters important to the Industrial Department were discussed and referred to various committees for careful consideration. These matters included such subjects as publicity matter, including booklets and folders proposed for the coming year, the budget of the department, housing facilities, etc.

Mr. Kim Barton, Jr., Chairman of the Wholesale Trade Committee was elected Vice-Chairman of the department and each committee chairman appointed a vice-chairman to act for him in his absence.

The members of the Industrial Council include, in addition to Mr. Stoddard: Kim Barton, Jr., Chairman, Wholesale Trade Committee; R. L. Redpath, Chairman Industrial Committee; C. A. Burton, Chairman, Inventions Committee; E. R. Sweeney, Chairman Employment Committee; John Fennelly, Chairman, Foreign Trade Committee; Leslie J. Lyons, Chairman, Postal Efficiency Committee and B. S. Kennedy, on Safety Council.

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Departmental Reports

IN THIS issue appear six important reports, one over the name of each of last year's vice presidents. These are accounts of their stewardships as heads of the Chamber's six departments, with a detailed resume of some of the activities covered in the comprehensive report made by Ex-President B. A. Parsons at the annual meeting October 7.

Limited space makes impossible a fuller account of what would be a most interesting report, but it is at this time proposed to shape up an annual report in a comprehensive form properly classified and cover in the fewest possible words every activity important enough for separate mention.

Members should save last week's Kansas Citian with Mr. Parsons' report and President W. S. McLucas' inaugural address. They should save this issue so as to have ready at hand the proper answers to any inquiry as to what the Chamber of Commerce is doing. The informed member always knows, but it is the uninformed member who weakens the organization by not being prepared to answer right back when that old question on what the organization is doing for Kansas City is asked.

These reports do not cover any of the general activities of the organization which were handled otherwise than through one of the departments, for instance, all of the work of the Chamber's officers and headquarter's staff in the various war drives, how the Chamber has endeavored to be more than a community information bureau, how its finances are handled under a rigid budget, etc.

The Chamber's latest connection with a nationwide movement, with worldwide influence, is our campaign just launched for increased production in all lines, in an effort to stabilize conditions and reduce the cost of living.

Foreign Visitors

KANSAS CITY will be highly honored when fifty or more of the most representative business men of Great Britain, France, Belgium and Italy arrive on the morning of Friday, November 7, to spend two days here. They come to the United States to attend the International Trade Conference to be held at Atlantic City this week, and their tour of fourteen of the principal industrial centers will be made immediately following the conference. They are guests of the Chamber of Commerce of the United States and the chambers of commerce in the cities to be visited.

Kansas City is particularly honored in being the only city west of the Mississippi River on their itinerary.

The most representative business men of Kansas City have been organized into five committees to insure their proper reception and entertainment here. One committee has charge of the program and the other four constitute groups that will be at the disposal of the four national delegations. Kansas City, Kansas, is represented on all of the committees.

The local program contemplates dividing the party between the Muehlebach and Baltimore Hotels, breakfasting at the Union Station immediately on arrival, holding conferences during the forenoon of the first day, followed by luncheons at several industrial plants, spending the afternoon visiting Kansas City industries. A big dinner in the evening will give the visitors opportunity to deliver their formal messages to American business men.

The morning of the second day will be devoted to conferences or visits to industrial plants, followed by an automobile ride.

Never has Kansas City been so highly honored, in having delegations from four of the leading nations of the world come here at one time on a commercial mission.

Civics Department Report

1918 - 1919.



CLIFF C. JONES.

successful in its efforts to secure legislation for amendments to the Constitution. Due largely to the insistence of the Chamber the legislature, on the last day of its session, passed an amendment for submission to the people at the November, 1920, election, providing for real home rule for Kansas City in making its charter. It passed also at the same time a second amendment giving Kansas City and other cities power to vote bonds for general purposes to the extent of 10% of the assessed valuation, and to the extent of 20% of the assessed valuation for public utilities purposes. Altogether the Department supported twelve bills before the Legislature and eight of these were passed.

One of the first activities of the Department during the year was to direct the fight against the influenza. Nearly every one is familiar with the work at that time.

Another of the larger activities began with the United War Work Campaign last fall, when it was decided that the Chamber of Commerce should undertake in connection with the drive, to raise \$300,000.00 for local charities. Throughout the year the Charities Committee has been at work co-ordinating charity activities, and this fall a second drive is being made and a league of the social institutions of the City is about to be formed.

The merger of the two telephone systems of Kansas City, is in large part, due to the work of the Department during the past year and the previous year. A special committee also helped to secure a favorable merger ordinance.

TO FOLLOW the work of the Civics Department during the year 1918-1919 is to travel the whole field of community action. The Department has endeavored to give correct information and take intelligent action in the support of movements for the benefit of Kansas City as a whole, ranging from such relatively minor matters as garbage disposal and street cleaning, to such fundamental matters which to a large extent control and direct our individual civic development as a new state constitution and street railways.

The department has taken a broad view of its duties and has been able to spend much time on work the immediate result of which cannot be easily pointed out. It is fortunate that throughout the year the Department has had the support of the Board of Directors and membership of the Chamber.

In line with this policy of working on fundamental questions, much time was spent in endeavoring to persuade the Legislature to call a Constitutional convention. It is to be regretted that the effort failed. The Department was more suc-

The last big activity of the year has been in connection with the Street Railway investigation. Although the Committee of One Hundred is a general Committee of the Chamber, it has been placed under the Department of Civics. This Committee, through its eight sub-committees, has done an enormous amount of work and will render a report on the entire street railway situation with suggestions and recommendations, as well as its findings, within a short time.

It is impossible to give here all the activities of this Department during the year. Among the more important matters handled are garbage collection and disposal, gas supply, firemen's salaries, 23rd Street Viaduct, paving, elevated railway, billboards, fire prevention, county consolidation, children's code, police salaries and city finances.

All of these subjects and many others received attention during the year. The results of the Department's actions are familiar to most members of the Chamber. The chief difficulty in most of the work has been that it was physically impossible to give each of these matters all the time that it deserved.

A legacy is left to the incoming officers and committees of work begun and opportunities open which offers an unlimited field for service to the whole city.

The Department is indebted to its various committee chairmen and members for the work that has been done.

CLIFF C. JONES,
Vice-President in Charge.

Industrial Department Report. 1918 - 1919.



S. B. ROBERTSON.

Brought to successful conclusion negotiations with the National Cloak and Suit Company providing for the establishment in Kansas City of a two-million-dollar western distributing plant.

Through negotiations conducted with the Black Steel and Wire Company assisted in retaining the plant of that company in Kansas City.

Prepared thirty-three special briefs for various industries, outlining the advantages of Kansas City as a location for their plants.

Several special surveys were made for various concerns.

The work of gathering data for the Industrial Survey was continued during the year, this being made a continuous proposition so that information is up to date at all times.

During the year 197 new concerns, manufacturing, wholesale and general sales, were located in Kansas City. Many of these were located either directly or indirectly as a result of work of the Department.

On behalf of local manufacturers and other consumers of coal, the Department appeared before the Kansas City District Freight Traffic Committee presenting arguments against the increase in rates on coal from Springfield, Illinois, district to Kansas City from \$1.70 to \$1.80 per ton, thereby creating a saving to Kansas City of approximately \$275,000 per year.

The Inventions Committee carefully investigated the mechanical merits of sixty separate inventions which were brought before it through the examination of blue prints, models, patterns, etc., as well as in-

At THE beginning of the fiscal year the country was still at war and the activities of the Department therefore were confined to a very large degree to the promotion of war work and the securing of war contracts, munition plants and the like for Kansas City thereby continuing the efforts which the Department had been putting forth during the previous year.

Following the signing of the armistice the work of the Department was as rapidly as possible directed to the promotion of industrial work along the regularly established lines. The following is a brief report of the activities during the year.

Assisted in conducting the work of the Fourteenth Region War Industries Board.

The Department was active up until the time of the armistice in assisting many local concerns in securing government contracts including two large shell contracts which were later canceled on account of the armistice.

Investigations made, by individual members of the committee outside of the committee and through consultation with outside parties. In the case of only four were they recommended to the Industrial Committee for their consideration.

The Department handled the refunding of railroad fares to out-of-town customers.

Prepared, issued and mailed to business houses in Kansas City trade territory 65,000 copies of a "Do You Know" pamphlet for the wholesalers.

Organized and conducted an employment bureau for soldiers and sailors for a period of approximately seven months; 1,404 applications were received and 1,223 men placed.

Through the Employment Committee, organized an employment managers' council. Bi-weekly meetings are being held, thirty concerns having applied for membership.

Compiled and issued 40,000 copies of a statistical folder giving industrial statistics for 1918.

Published a rate map compiled by the Department of Traffic, showing comparative freight rates from Kansas City, St. Louis and Chicago to points in Kansas City trade territory.

Issued a special edition of the "Do You Know" pamphlet prepared especially for distribution among industrial prospects.

Compiled data necessary for the publication of a trade directory of everything manufactured in Kansas City.

The Department, with the co-operation of all the local railroad officials, is preparing an Industrial Map of Kansas City which will show all railroads with their term

(Continued on Page 734.)

Traffic Department Report. 1918 - 1919.



C. W. LONSDALE.

An important item of the work is the quotation of freight rates. During the past fiscal year a total of 32,639 rates were quoted, against a total of 15,595 for the preceding year—an increase of 17,044, or 110 per cent.

During the whole of the past year the transportation commissioner has served as a shippers' member of the Kansas City District Freight Traffic Committee of the Railroad Administration. This committee has jurisdiction over freight rates of federal controlled carriers in this district.

The Department has given special attention to railroad legislation, and has through the Council of the Department taken action and made recommendations to the Board of Directors, on: The Plumb Plan, the return of carriers to private ownership and operation, proposition to enact a rigid long and short haul law, etc. The Board of Directors, taking favorable action on such recommendations, has adopted suitable resolutions which have been forwarded to senators and representatives.

The transportation commissioner, as vice-president of The National Industrial Traffic League, and chairman of the League's special committee for that purpose, has met officials of the Railroad Administration in conference in an effort to obtain modification of the Administration's policies which are in violation of shippers' rights and contrary to law.

Much important litigation was handled this year—Carload rates to Nebraska, Memphis-Southwestern Investigation, Grain and Hay Reconsigning, C. B. & Q. live stock case, Scrap Iron from Kansas. The first three cases were tried, briefed and submit-

THE Department is maintained to serve the members in traffic and transportation matters; an extensive tariff file is maintained; freight rates quoted; information given as to the rules and regulations of carriers; advice is offered as to the handling of claims; complaints as to delayed service, or service in general, are investigated and reports made and efforts are exerted to effect correction or improvement; information is disseminated relative to proposed rate changes; members are represented before the interstate and state regulative bodies, and before freight traffic committees of the Railroad Administration; negotiations are carried out, on behalf of members for rate adjustments. In fact the whole work of the Department is directed along the lines of seeing that the community of Kansas City, and its various interests are not subjected to unjust, unreasonable or unjustly discriminatory transportation charges, and that transportation service commensurate with the needs of the community is available.

ted this year; the last two cases were tried, briefed and submitted last year.

The Department has had occasion to represent shippers of Kansas City before various committees of the Railroad Administration during the past year, and on one occasion was successful in offsetting a proposed rate advance which would have cost one Kansas City shipper \$40,000 in increased freight rates annually.

The decision of the Interstate Commerce Commission finding that the spread of rates on live stock carload, from points on the C. B. & Q. in western Nebraska, should be reduced so as to give Kansas City rates under Omaha in the amounts of 5c per cwt. on cattle and sheep double deck, and 6c on hogs and sheep single deck, was a signal gain for this market. This is the so-called C. B. & Q. live stock case, and was carried on by the Department.

The success of the efforts of the Department in obtaining expedited service on live stock to Memphis was also a great gain for the market.

At the present time the Department has pending with the Railroad Administration a number of dockets involving readjustments of live stock rates to iron out discrepancies working against Kansas City.

During the past year the Department has prepared and filed four briefs and printed arguments, comprising 320 pages; the transportation commissioner has made two oral arguments before the Commission, has attended twelve hearings, and twenty-five important conferences and conventions.

C. W. LONSDALE,
Vice-President in Charge.

Agricultural Department Report 1918 - 1919.



H. J. WATERS

Heart of America Poultry Show and the American Royal Live Stock Show.

As a result of the efforts of the Markets, Transportation and Good Roads Committee there was organized at one of its meetings the present Good Roads Association of Greater Kansas City, and while The Chamber of Commerce will continue to co-operate with the new Good Roads Association, the latter organization will be the City's point of contact with all good road movements affecting not only Kansas City but the territory extending for a radius of 100 miles in all directions from the City.

Funds were secured from outside sources and a Farm Labor Enrollment Campaign was conducted over a period of six weeks, during which time approximately 12,000 harvest hands were sent from Kansas City and the surrounding territory to the wheat fields of Missouri, Kansas, Oklahoma, Nebraska and other points where they were badly needed.

The Agricultural Commissioner acted as Chairman of the Jury of Awards, being responsible for the judging and placing of premiums on every entry made at the International Soil Products Exposition, 1919.

The Department prepared and issued a

THIRTY-THREE meetings were held by the Agricultural Department during the year, being divided among the following committees:

Markets, Transportation and Good Roads.....	17
Farm Congress	4
Agricultural Advisory Council	3
Industries Other Than Grain and Live Stock.....	2
Farm Labor	7

The department secured funds for and built the Missouri Exhibit at the Soil Products Exposition, 1918, which Exhibit, in competition with those from 11 other states, won third place as a collective exhibit and first place for the best display of fruits by any state or nation and in addition won several Sweepstakes and prizes on individual parts of the Exhibit.

The Department assisted in underwriting funds to the amount of \$38,000 in behalf of such shows as the Southwestern Jersey Cattle Show, International Farm Congress,

pamphlet recapitulating the "Do You Know" series and including other "Do You Know" articles of Agricultural interest. These pamphlets were sent to Agricultural Agents throughout Missouri, Kansas, Oklahoma, and Texas.

The Department has in preparation an Agricultural Market Directory, which will contain the names of all firms in Kansas City dealing in all commodities, both plant and animal and their by-products.

One hundred and five market inquiries were received and contact established with local firms dealing in the respective commodity about which inquiry was made.

The Department conducted the Boys' and Girls' Clubs SWEEPSTAKES CONTEST in which 46 individual entries and seven Club entries were made by boys and girls in Missouri, Kansas and Oklahoma. This contest brought much favorable comment from visitors at the Exposition relative to the Chamber's effort to stimulate the Boys' and Girls' Club work through Kansas City territory.

The Department secured the speaker and furnished the program for three bi-weekly luncheons during the year.

H. J. WATERS,
Vice-President in Charge.

IN EXPLANATION OF KANSAS CITIAN DELAY.

Members who received their Kansas Citian late last week are asked to bear in mind that the binderies of Kansas City were put out of business a week ago by a strike. The matter has been adjusted and delivery should be made on time this week.

MISSISSIPPI VALLEY EXPOSITION POSTPONED.

According to advice received by the Industrial Department last week, the Mississippi Valley Exposition, scheduled to be held in St. Louis from November 13-27, has been postponed until March 1-13, 1920.

With this extension of time it is proposed to considerably enlarge the exposition.

Publicity and Conventions Bureau Report 1918 - 1919.



JAMES KETNER.

estimated attendance of approximately 23,000 people. All of these twelve conventions are scheduled for the first five months of 1920.

A representative of the Publicity and Conventions Bureau appeared before eighteen conventions and extended an invitation to hold their next session in Kansas City. This list of conventions has an estimated total attendance of 115,000 people.

A representative of the Bureau called upon the secretaries of fourteen associations personally and extended an invitation

THE average man probably does not realize the importance of a convention to a city for the reason that few people see any direct benefit from them. The truth is, however, that large amounts of money earned outside of Kansas City are brought here and spent at every convention.

The hotels naturally profit first, the retail merchant profits next, with all other lines corresponding. The hotels are compelled to buy more food and the convention people spend their money about the stores. The public service people through more people riding on street cars, more lights burned and more coal used.

The Publicity and Conventions Bureau is financed so far as conventions are concerned through a revolving fund amounting to approximately \$25,000 per year. That money is used for securing and housing conventions. During the year 1918-1919 the Publicity and Conventions Bureau secured a total of twelve conventions for 1920 with an to Kansas City next year. There are good prospects of a number of these being secured. The estimated total attendance on this list is 12,000 people.

During the year the convention fund was drawn on for various purposes to a total amount of \$8,290.12.

Fifty-two issues of The Kansas Citian, the official publication of the Chamber, were issued and mailed to approximately 4,600 members each week.

JAMES KETNER,
Vice-President in Charge.

INDUSTRIAL DEPARTMENT REPORT.

(Continued from Page 731.)

tracks, location of freight stations, in and out bound, express stations and all industries which have railroad connections.

The Department has in course of preparation an illustrated booklet for distribution to industrial prospects, pointing out the advantages which Kansas City offers to manufacturers, wholesalers and distributing houses.

Organized a legislative bureau in charge of Attorney Pierre Porter and with a representative in Jefferson City throughout the time the Legislature was in session. Kept in constant touch with all matters pending at Jefferson City and published weekly in The Kansas Citian report on all bills of interest introduced or passed either in the House or in the Senate. The bureau was prepared at all times to furnish information to members as to the status of any bill and to assist in the passage of or opposition to all bills which, in the opinion of the Directors on recommendation of the

Legislative Committee, seemed deserving of passage or defeat. Only two bills advocated by the Chamber were defeated.

Worked for and secured passage of Workmen's Compensation Bill. Passed resolutions opposing the passage of the Kendrick and Kenyon Bills and Plumb Plan for Railroad operation.

Through the Americanization Committee, endorsed and supported the Smith-Bankhead Americanization Bill.

Planned and conducted Fourth of July celebration at Swope Park.

Co-operated with the Mississippi Valley Association and all other foreign trade agencies in the promotion of foreign trade.

Launched a movement for the organization of a foreign trade club.

The Committee on Postal Efficiency made thorough investigation of local conditions.

Sixty regular meetings of department committees were held.

S. B. ROBERTSON,
Vice-President in Charge.

Young Men's Department Report 1918 - 1919.



F. C. MARQUA.

ON OCTOBER 1st, 1918, the Young Men's Division was reorganized and made a regular Department of the Chamber of Commerce of Kansas City.

It was assigned three divisions of work: Entertainment, Membership and Trade Extension. The members are entitled to a report from those who were elected to "carry on" for the year 1918-1919, and while the space allotted for the purpose in this publication is very limited, a brief review is attempted.

ENTERTAINMENT.

Many interesting meetings, luncheons and smokers have been provided during the year by the Entertainment Committee, notable among them being:

Nov. 9th, 1918—Luncheon to Commercial Mission from Japan.

Dec. 10th, 1918—Dinner to St. Joseph Chamber of Commerce.

Dec. 16, 1918—Concert by Paris Symphony Orchestra.

Feb. 9th, 1919—Roosevelt Memorial Meeting.

March 4th, 1919—Trip to Jefferson City to visit Governor Gardner and Legislature.

April 2nd, 1919—Luncheon to Gen. Peter E. Traub.

April 29th, 1919—Dinner to Walker D. Hines, Director General of Railroads.

Sept. 6, 1919.—Reception to President Wilson.

Lack of space makes it impossible to review in detail the many activities of the Entertainment Committee which have contributed so much to the growth of the Chamber.

MEMBERSHIP.

October 1st, 1918, the Chamber of Commerce had 3,806 members. October 1st, 1919, the membership will stand well over the 4,700 mark. Do these figures not tell some story? Remember this committee had to contend with war conditions which ordinarily would have excused a big loss in membership. The showing simply reflects the wonderfully efficient organization of the Membership Committee, and today the Kansas City Chamber of Commerce has a larger membership than any other city of its size.

TRADE EXTENSION.

Read carefully these facts! The Committee planned and successfully handled:

The big annual train trip into Missouri, Kansas, Oklahoma and Texas territory, and

generally conceded to be the most successful of the trips yet taken.

Seven automobile tours reaching most of the larger towns within a radius of 200 miles of Kansas City.

This Committee, through the medium of the Good Fellowship trips, did much toward keeping the business men in our natural trade territory, feeling that the merchants and wholesalers of Kansas City are their neighbors and friends, and that what is good for Kansas City is good for them. Altogether these trips have covered 3,255 miles and reached into 241 towns.

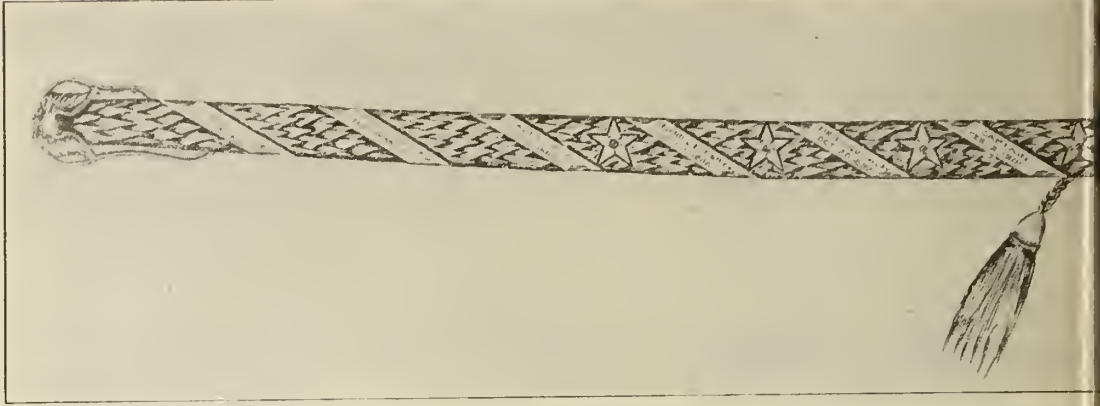
In addition to the regular assignments the members of the Chamber affiliated with the Young Men's Department were ever ready and willing, and did co-operate splendidly with all agencies doing war work.

We want you to know and realize what a growing body and power for good the Young Men's Department is. At the annual election primary held a few months ago, 1,005 members of the Chamber registered, and are now affiliated with the Young Men's Department. We feel we have good reason to be proud of the department and happy at the success which has crowned our efforts in the year about to close.

In conclusion, your Executive Committee desires to express our grateful thanks to every active member of the Department for the splendid co-operation and assistance given us, and hope that you will continue to grow in usefulness to the Chamber and community.

F. C. MARQUA,
Vice-President in Charge.

General Pershing's Sword—an

**GENERAL PERSHING'S SWORD.**

The above cut shows the handsome sword of gold to be presented to General John J. Pershing, leader of the American Expeditionary Forces, by the people of Missouri. It is being made in Kansas City by Cady and Olmstead. It will be of eighteen-carat gold, engrossed with laurel wreaths in green gold and studded with diamonds, rare rubies and sapphires.

WHEN CLOCKS ARE SET BACK.

With the approach of Fall there is more or less inquiry regarding the date when clocks are to be set back to the regular standard of time following the summer advance of one hour.

The date and hour are Sunday, October 26, at 2:00 a. m., at which time the clocks will be advanced one hour, taking up the hour they were set back last spring.

While Congress has decreed, at the behest of the farmers of the country, that daylight saving is a mistake, the eastern part of the country is not to be so governed. According to "Pittsburgh First," official publication of the Pittsburgh, Pa., Chamber of Commerce, that city has determined that so far as Pittsburgh is concerned, it will do as Cleveland, Detroit and some other independent cities did two or three years ago—change the clocks during

EMPLOYMENT MANAGERS MEET.

Mr. C. C. Koehler, Employment Manager, the Standard Oil Company, Sugar Creek, was the speaker at the Employment Managers' meeting on Wednesday afternoon, last, Mr. Koehler having for his subject "The Value of a Centralized Employment Department and the Employment Managers' Job."

Following Mr. Koehler's talk the thirty-five employment men in attendance discussed employment matters for more than an hour.

At the next meeting October 29, Mr. Andrew Young, Vice President and General Manager, Montgomery-Ward & Company, will speak on "Managing Men."

the summer months locally.

It is further stated that Philadelphia, Boston, Rochester, Providence, Atlantic City, Baltimore, Richmond, Norfolk and some other cities on the Atlantic Coast, either have taken or will take steps to adopt the new time locally during the summer months.

FIRST MORTGAGE TRUST CO.

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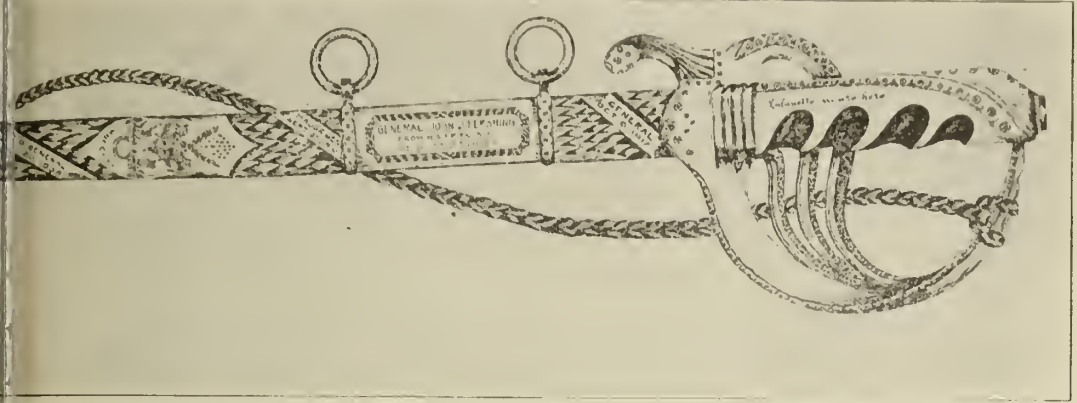
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ENDORSE JOHN I. WILLIAMSON FOR SUPREME BENCH.

Several weeks ago the Chamber of Commerce joined with the Kansas City Bar Association in the request to Governor Frederick D. Gardner to appoint "a Kansas City man" on the Supreme Bench to succeed Justice C. B. Faris. The movement had developed by October 10 to the point where "A Kansas City Man" was unquestionably Mr. John I. Williamson of Williamson, Pew & Harris.

The selection and limitation to one possible candidate from Kansas City was the work of the Bar Association and inasmuch as there was no competition, the new Board of Directors at its meeting October 10 endorsed the action of the Bar Association by delegating Mr. E. M. Clendening, Assistant to the President, to accompany the Bar Association Committee and others to Jefferson City the following day to lay the matter in question before the Governor.

SEVENTH NATIONAL FOREIGN TRADE CONVENTION.

Even though it is eight months off, announcement has already been received of plans for the Seventh National Foreign Trade Convention to be held in San Francisco, May 12-15, 1920, under the direction of the National Foreign Trade Council.

This advance notice is given, according to Chairman James A. Farrell of New York in order that representatives of American concerns living or traveling abroad may time their visits to this country so as to enable them to take advantage of the opportunities afforded by this convention. To facilitate these visits arrangements have been completed for special steamers which will bring delegates from the far East, Australia and South America to San Francisco.

Advertisements in The Kansas Citian bring results. That's the reason for the big gains in advertising space last week.

OIL AND GREASES
TRY MUTUAL SERVICE
MUTUAL OIL COMPANY
General Offices—13th and Locust
WORKS 1000 West 8th Street.
Both Phones

State Bank of Kansas City
KANSAS CITY, MO.

CAPITAL \$100,000.00
SURPLUS \$75,000.00
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**WOODEN
BOXES**

FORRESTER-NACE BOX CO.
KANSAS CITY, MO.

WIRE BOUND

BOTTLE

DO YOU KNOW

Your Oldest Retail Coal Dealer

J. H. LEONARD COAL COMPANY

"Since 1881"

Home P. Main 687 Bell P. Grand 689
100 Bryant Bldg.

Report of Committee on Republican National Convention For Kansas City in 1920

ON THE recommendation of the special committee appointed some months ago to develop the possibility of Kansas City securing the 1920 Republican National Convention, the Board of Directors at their meeting held October 10, concluded that Kansas City should not go further in the matter for the reasons given in the committee's latest report, which is herewith reproduced:

"The committee that was appointed by you to consider ways and means of inducing the Republican National Convention to hold its meeting in Kansas City in 1920 desire to make the following report:

Preliminary steps were taken by sending the National Committee a formal invitation for the convention to meet here. A member of the committee has personally interviewed Mr. Will H. Hays, chairman, for the purpose of ascertaining what chance Kansas City might have. All of the state chairmen have been advised of our ambition and replies have been received from most of them, all of the letters received are non-committal.

We have interviewed Mr. J. J. Swoford, who was chairman of the general committee when the Democratic National Convention met here in 1900 and he has confirmed our estimate as to the financial obligation involved viz.: at least \$15,000.00 for preliminary expenses and \$100,000.00 to be paid if we should get the convention. Mr. Swoford says he thinks the time at our disposal before the committee meets to decide the location December 8th is too

short for the campaign we ought to conduct.

St. Louis is our most formidable competitor and the committeeman for the state of Missouri lives there, and of course his vote is pledged to that city.

Since the proposition of trying to secure this convention was first presented, Kansas City has assumed some very heavy financial obligations totalling several million dollars.

With reference to our taking on new responsibilities we have met the Executive Committee of the Clearing House and we have been advised by them to let the convention proposition alone. We get the same advice from prominent members of the Real Estate Board, in fact there appears to be very little genuine enthusiasm in regard to the proposition.

We did get some encouragement from Republican politicians when the Chamber of Commerce entertained them at a dinner October 1st, but even that was not whole hearted as we had reason to expect.

We deem it unnecessary to give all the details of the research we have made in considering this subject, suffice it to say we have reached the conclusion that it would be better judgment for Kansas City to withdraw its candidacy for this convention and to tackle the job some other time when we do not have so many obligations to meet."

Respectfully submitted,

(Signed)

JAMES KETNER
E. M. CLENDENING.

Executives	ALWAYS	Stenographers
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Bookkeepers	SERVICE	Service
BOTH PHONES MAIN 5945		

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Increased Production

By

Mr. H. A. Fitch, President, Structural Steel Society

NOTE—This is the third of a series of articles being run in The Kansas Citian to induce greater interest in and support of the Chamber's campaign for increased production. Articles by Charles S. Keith and Harry N. Taylor appeared in the two preceding issues of this paper.—Editor.

SOMETHING on the subject of Increased Production? I am glad indeed of this opportunity. I am not a statistician, so do not know whether Production is greater or less than during the pre-war period. But this we all know—that Production is not nearly what it might be, during this period, when it should be at its maximum.

And furthermore I know, and every member of this Chamber of Commerce knows, and every man in public life knows the exact one institution that is throttling Production in this country today.

A few years ago most men believed that Unionism was as inevitable as the tide. We knew that Labor in England was organized nearly 100 per cent, and perhaps we believed vaguely that it was well. Most of us know today that Unionism in England is sucking the life-blood out of that great Empire.

It is not necessary for me to tell you that the one great cause of decreased Production in this country today is Union Labor. It is not the I. W. W., the Bolshevik, the radical or the alien workman who is stopping the wheels of Industry today. It is the cool, calculating, conservative policy of the American Federation of Labor. It is not the man who says "I won't work," but the organization that says "You can't work."

Every member of this Chamber of Commerce knows the practices of the American Federation of Labor. He knows they are uneconomic, criminal and un-American. He knows in his heart that those practices, if continued, will bring this country to ruin. And yet there are many of our finest citizens who, knowing these facts, continue to apologize for the American Federation of Labor. And why?—because they do not differentiate between Union Labor as it exists today and idealistic Unionism, or because they believe Union Labor as it exists has done some good, and perhaps they believe the end might have justified the means, or because they believe many of the outrages committed against individuals and Industry and the law are the work of radicals and not of the officials of the Union, or finally, because they believe the

Unions will some day change their methods and aims.

The space allotted to this article will not permit a detailed discussion of these fallacies, but very rapidly now the thinking men of this country are beginning to realize the menace of the American Federation of Labor, and to know that the things which they had hoped Union Labor would do for themselves, they will never do. And furthermore, the ultimate ends of Union Labor are becoming more clear and certain each day. We know what they are—the Lust for Power, Nationalization of Industry, Rule or Ruin of Private Industry, Class Government.

In Washington at this time is being held an Industrial Conference, endeavoring to formulate a code of principles to govern relations between Employer and Employee. We have wandered far away from fundamental and simple principles of life and are endeavoring to substitute therefor, artificial, idealistic systems and schemes.

Nothing can come of this Conference because Union Labor has been given so many privileges and has acquired so much power, that it will not relinquish these, and other members will not concede them.

The only effect of the Conference will be to delay action and a firm stand that must, sooner or later, be taken by the people of this country and by the Government, against the aggression and the unlawful acts now being practiced by Union Labor.

The principles and practices of Union Labor are against Production. This is evidenced by continuous strikes and the limitation of work. This country can never again become a great producer so long as Union Labor has its grip on the throat of Industry.

And I would emphasize this thought: It is not necessary to await the conclusion of any Conference at Washington, or the passing of any laws, or the action of any other community. When the members of this Chamber of Commerce, the business interests of this city, become of one mind, as they will become—and when they can say to Union Labor, "hereafter labor disputes

(Continued on Page 742.)

Y. M. D. Recognition Contest

A MAN'S ABILITY to remember names and faces was the test imposed upon everyone who attended the Y. M. D. luncheon at the Baltimore Hotel last Wednesday noon.

Starting off the new year Vice-President W. Malcom Lowry's idea is that one of the best assets a business man can have is acquaintance, and he surely put his new thought into action at the first opportunity.

As the grand finale of the luncheon, every one present had to line up on one side of the room or the other and go through what looked to an onlooker a "spell-down." If a man did not know the name and business of the man facing him in the other line, he was immediately ruled out and had to sit down; that was the game.

The prize for the last man on the floor went to Mr. L. Pierce Brintnall of the Federal Sign System. The prize was an outing set of knives and forks, presented with the compliments of Mr. Milton H. Luce of the Luce Trunk Company.

A feature of the luncheon was no specially engaged outside speaker, although one was spotted in the crowd and made to "stand and deliver." This unfortunate was the Secretary of the St. Joseph Commercial Club, John Wunderlich. In answer to the demand for something from "St. Joe," Mr. Wunderlich congratulated the Chamber of Commerce on the selection of an old St. Joseph man for its new President, and dealt then at some length on the two kinds of advertising that Kansas City has recently had, one through the "Do You Know" items, and the other, front page articles regarding Kansas City's vice conditions, which he

declared should be met by the business men of a community.

Following the plan of having local speakers, Arthur Killick filled his usual roll of humorist at the expense of the Chairman, saying that Mr. Lowry, when running for office in the recent Y. M. D. election, had consulted him in regard to the most likely platform on which to win. Mr. Killick said he won because he had recommended to him a ferris wheel instead of a platform.

Through Mr. Myron Loewen request was made for the use of a dozen or more automobiles to give those who will attend the State Reunion of Confederate Soldiers on October 22, a ride around the boulevards. It was agreed to assist the committee to this extent.

Mr. William B. Burruss represented the Liberty Memorial and Allied Charities in one of his usual style four-minute messages, dwelling on the fact that Indianapolis with its already magnificent soldier's monument has just built another million-dollar memorial and that Kansas City could not undertake anything better than to do twice as well as Indianapolis, in recognition of those who went into the service and lost their lives either on the other side or in the camps.

An unusual feature and one naturally productive of much merriment was the serving of meat without forks and other things without spoons, knives being the only "weapons" found on the tables. When the limit of endurance was reached the usual equipment was forthcoming.

Several entertaining vocal selections were given by Kuhn's Trio.

AGRICULTURAL PRODUCTS DIRECTORY.

Do you deal in live stock, poultry, milk, cheese, dairy products, honey, hides, grains, flour, meal, millers' by-products, feeds, hay, seeds, or any other plant and animal product or their by-products? If so, have you so notified the Agricultural Department, in order that you may be listed without cost to you in the forthcoming Agricultural Products Directory?

Questionnaire forms have been mailed to a large list of such firms. You may have been missed or perhaps you have not filled out the questionnaire and returned it to the Chamber.

The Chamber receives daily requests for a publication of this kind. Do not fail to be included in this directory by failure to act in time.

Electric Wiring—Supplies—Machinery—Repairs

DENTON ELECTRICAL SERVICE

A Shop Equipped to Furnish Anything Electrical

Foreign Trade with Brazil



The above illustration shows the speakers' table at the banquet held in connection with the joint session of the Associaçao Commercial and American Chamber of Commerce, at Rio De Janeiro, Brazil, July 4. It was taken on the occasion of the signing of the Commercial Arbitration Agreement between the Brazilian and American Chambers of Commerce in that city and was sent to the Chamber by H. G. Wilson, formerly Transportation Commissioner of the Chamber, who was present on this occasion. Mr. Wilson now represents a New York exporting house in South America.

CHAMBER LOSES MEMBERSHIP SECRETARY.

Miss Nellie Kraus, who has been membership secretary since that position was created, something over a year ago, has resigned and leaves within a few days for California.

On the last day she spent at the Chamber of Commerce, just before the closing hour, the entire staff and office force were called together and to Miss Kraus was presented by the General Secretary on behalf of the employees a handsome traveling bag as a small evidence of the regret felt by her fellow workers over her leaving Kansas City.

Under Miss Kraus' direction the membership work of the Chamber has been so systematized that her successor, Miss Tralle, takes over a well constructed and finely running piece of membership machinery.

OIL BURNERS

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OIL BURNERS FOR ALL PURPOSES

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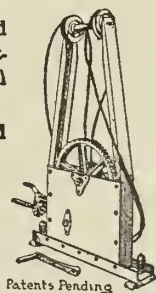
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Equip your Dump Bed
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1 TO 5 TONS
Factory Branch
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 Phone, Bell, Grand 2649.



"Under the Old Town Clock"
The Fidelity Plan
 For Creation or Enlarging
 of Estates
 Will Interest You.
 Ask for Booklet

INCREASED PRODUCTION.

(Continued from Page 739.)

will be settled on the basis of Principle and not on the basis of Expediency," then the long sum of petty labor disputes and strikes that have annoyed this community for years past will cease, Production will increase, Industry will grow, labor will be continuous, and the wage earners will thrive.

And furthermore, there is a platform on which we can all easily agree. This is a measure absolutely necessary to be taken. It is an action that will be taken some time, and should be taken before Industry in this community can advance. The only code necessary, pertaining to Union Labor, is clearly expressed by Senator Sherman of Illinois, as follows:

"Union Labor has all the rights of any other organization, its members all the rights of an American citizen. Neither can have more and preserve a government of law for all the people. To do otherwise is to degenerate into a class or group government."

Furthermore, to quote from the Manufacturers' Record:

"When Union Labor confines itself to its legitimate work and keeps within the moral and the legal law, it is entitled to every consideration that can be given to it. The moment it transgresses the law or sound morality it becomes a criminal and should be dealt with accordingly. If Union Labor would base all of its work on its unquestioned legal and moral right to advance

the welfare of laboring people within legal and moral requirements, it would be entitled to full recognition by all classes. But the moment Union Labor encourages criminal acts against those who desire to work without being labeled by the Union, that moment it becomes in itself a criminal. Every officer of the Union who upholds, actively or passively, the murdering campaign by which Union Labor sometimes seeks to prevent others from working is guilty of murder, and no other word should be applied to the beating up, the maiming and the killing of non-union men.

The time will come, if it is not already here, when, without any hostility whatever to labor per se, and with a full desire that the laboring men shall be well paid, well housed, and in every way safeguarded, the country must decide as to whether this shall be a republic where human liberty prevails, or whether it shall be an oligarchy absolutely dominated by the labor unions."

Finally, I would make a direct appeal to every member of the Chamber of Commerce to face this question squarely, investigate the facts and determine in your own minds—Is the American Federation of Labor an institution which we wish to encourage and see established in this country? Shall we sit still and make no move either to correct its methods or to curb its unlawful aggression? The time is NOW, and the place right here IN KANSAS CITY, and every man must decide within the next few months where he stands on this question.

PRESCOTT & SNIDER

FIRST NAT'L BANK BUILDING
 High Grade Municipals, Corporation
 Bonds, Notes and Preferred Stocks.
 Local Securities

Skylark Gasoline

Made in Kansas City

SEND TO
SQUIRE ELECTRICAL CO.

FOR
**Electrical Repairs for
 Everything Electrical**

Buy Your Steam Coal
 From
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ELLIOTT

Addressing Machinery installed by
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displaces metal plate equipment. The Elliott uses a typewriter stencil—made on your own typewriter. It's simple and economical.

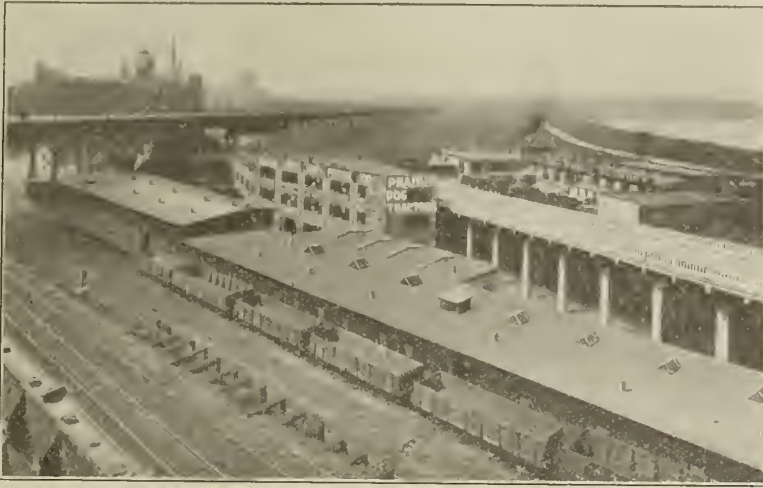
Phone for demonstration.

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THE ELLIOTT COMPANY
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Visiting Kansas City's Industries



Kansas City Hay Press and Tractor Company

The accompanying cut shows the Kansas City Hay Press and Tractor Company's plant, located between 8th Street and 4th Street at the foot of the 4th Street Viaduct.

This plant was established in 1882 for the manufacture of hay presses. Their present floor space of 124,000 square feet being used exclusively in the manufacture of hay presses, comprising one of the most complete lines manufactured in America, 9 different models and 17 different sizes.

According to officials of the company a plan is now under way for the erection of a new building, 120x275 feet which will be equipped as an exclusive tractor plant with a daily capacity of 14 tractors.

Their presses are sold over the entire United States and export trade is conducted with practically every foreign country. The business has increased steadily and from time to time the plant has been increased to meet the growing demand for hay presses, one story 120x150 feet being added this year. They also operate their own foundry making castings for their machinery as well as doing a large amount of commercial work for outside concerns.

Western Newspaper Union

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Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field

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during any period you are kept away from business, either from accident or illness,

and from \$5,000 to \$12,000 in case of Accidental Death

The Business Men's Accident Association

W. T. GRANT, Secretary

Gumble Building

Both Phones Main 4243

Traffic and Transportation

NEW STORAGE CHARGE.

The tariff of the Railroad Administration carrying the new penalty for detention of refrigerator equipment, and also cars loaded with lumber held for reconsignment, became effective October 20.

The rules in the tariff are reproduced below:

"To prevent undue detention of equipment under present emergency, the following additional penalties for detention of equipment will apply:

1. On refrigerator cars which are not unloaded at the expiration of five days after the hour at which free time begins to run under the demurrage rules, a storage charge of \$10.00 per car will be assessed for each day or fractional part of a day thereafter that a car is held under load.-

2. On cars loaded with lumber held for reconsignment a storage charge of \$10.00 per car will be assessed for each day or fractional part of a day that a car is held for reconsignment after 48 hours after the hour at which free time begins to run under the demurrage rules.

3. These charges will be assessed regardless of whether cars are held on railroad hold tracks or delivery tracks, including consignee's or other private sidings, and will be in addition to any existing demurrage and storage charges."

NEW CONFERENCE RULING.

The Interstate Commerce Commission has promulgated a new conference ruling relative to time changes in demurrage charges take effect, and is to apply in connection with the new storage penalties on lumber and refrigerator equipment.

The ruling is reproduced below:

"Demurrage and Storage Rules. Upon inquiry and to remove the confusion that exists among carriers and shippers, Held, That demurrage, track storage, and off-track storage not in transit, are controlled by the tariffs in effect contemporaneously with the accrual of these services, and therefore are subject to such changes as lawfully may be made in the applicable tariffs during the period of accrual; that off-track storage in transit is controlled by the tariffs in effect upon the date of shipment. (Rescinding Conference Rulings 405 and 473.)"

OCEAN-RAIL RATES.

That ocean-rail rates from eastern points will soon be established on differential bases, is the opinion of Robert Hunter, commercial agent of the Merchants and Miners Transportation Company, Pittsburgh, and a recent call-

er at the Chamber. Applications for authority to publish such rates have been pending for sometime with the Railroad Administration.

NEW EXPRESS PACKING RULES.

It is proposed to put the new express packing rules into effect December 10.

The new rules will not permit the use of paper wrapping for packages weighing over 25 pounds, nor of ordinary paper boxes, wrapped or unwrapped, when the weight of contents is over that limit. For shipments over 25 pounds, wooden containers, or fibreboard, pulpboard or corrugated strawboard containers of specified test strengths will be required. The new rules have been modelled on the rules of the railroads and will require the same kind of containers.

The new rules are carried in supplement 5 to Express Classification No. 26.

RATES ON CORN AND OATS FROM TEXAS TO THE SOUTHEAST.

Ruling of the Directors, Division of Traffic and Public Service, outlining the manner in which rates on corn and oats from Texas to Southeastern points were increased June 25, 1918: (Reproduced from C. P. Dowlin's Circular 102-A of October 10, 1919.)

"After careful consideration of the above subject we have reached the conclusion that the present rates on corn and oats, carloads, from Texas points to the southeast, carried in Agent Leland's I. C. C. 1136 are and have been since the rates were increased on June 25, 1918, 25% in excess of those in effect prior to that date and are not subject to the maximum increase of six cents (6c.) Charges on this basis should be assessed in connection with any shipments in dispute."

KANSAS CITY, CLAY COUNTY & ST. JOSEPH RY. CO. RATES.

Announcement was made in the Kansas Citian of September 30 of increased class rates authorized by the Interstate Commerce Commission for application between points on the K. C. C. & St. J. Ry. The Public Service Commission of Missouri request that any protest to the application of these rates be filed with that body not later than October 25.

MATTERS BEFORE DISTRICT COMMITTEES Omaha Committee.

Docket 410. Proposed to establish on dried beans and peas, C. L. straight or mixed C. L. from Torrington, Wyo., to Missouri river points same rates that now apply on potatoes C. L. (Continued on Page 745.)

Need Envelopes? PHONE Berkowitz

ADDRESS SAVER

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BELL, GRAND 243
HOME, MAIN 92

COMMERCIAL

FOR EXTRA HEAVY MAIL

TRAFFIC AND TRANSPORTATION.

(Continued from Page 744.)

which will result in rate of 35c to Kansas City in lieu of present fifth class rate 78c. (Oct. 23.)

St. Louis Committee.

Docket 1102. Proposed to cancel following rates from C. B. & Q. tariff 9509-B account that line claiming no movement thereunder (Oct. 22.)

Item No. Commodity

226 Canned Goods, C. L., from Bethany, Mo., to Kansas City, Mo.

240 Cereal Food, C. L. from Kansas City, to Chillicothe, Mo.

372 Cord Wood, C. L., from Missouri points to Kansas City.

232 Canned Goods, C. L., from Trenton, Mo., to Kansas City.

282 Ice, C. L., from Kansas City, to Trenton, Mo.

284 Ice, C. L., from Kansas City, to Gashland, Mo., Nashua, Mo., Smithville, Mo., Trimble, Mo.

338 Sand, C. L., from Kansas City, to Plattsburg, Mo.

353 Stone, Crushed, C. L., from Breckenridge, Mo., to Kansas City, Mo.

200 Agricultural Implements, C. L., from Green City, Mo., to Kansas City, Mo.

Docket 1122. Proposed to readjust rates on soda, etc., from St. Louis and points taking same rates or basing thereon to points in Kansas and Missouri involving both advances and reductions. Rates from and to Kansas City not involved. (Oct. 22.)

Chicago Committee.

Docket 891. Proposed to establish on hides, green salted, C. L., from Missouri river points to Boyne City and Kalamazoo, Mich., rate 53c

per 100 lbs. in lieu of present rate 42c. (Oct. 23.)

St. Paul Committee.

Docket 168. Proposed to amend items 1249-A, 1251-B, 1253-A and 1255 T. C. P. B. tariff 11 D, naming rates on green hides and sheep pelts from Montana points to Kansas City, St. Louis, Chicago, etc., by providing for allowance of 3c from gross weights account preservatives (Oct. 22.)

RATES AUTHORIZED.

F. R. A. 13921. Authorizes on refined petroleum oil to Kansas City from Casper, Glenrock, and Greybull, Wyo., rate 12c from Lander and Cowley, Wyo., 41c per 100 lbs.

F. R. A. 13932. Authorizes rate \$1.00 per net ton on coal C. L. from Jacksonville and Moberly Mo., to Kansas City; not to exceed \$4.00 per car switching to be absorbed by Wabash R. R.

F. R. A. 14342. Authorizes all lines in Western Territory to provide for minimum weight 40,000 lbs. where now lower on cottonseed cake and meal straight or mixed C. L. or mixed with hulls; also on copra cake and meal, peanut cake and meal, velvet bean cake and meal, sesame cake and meal and any other vegetable oil cake and meal grouped therewith.

F. R. A. 14343. Authorizes on silica (silica) C. L. from Gate, Okla., to Kansas City rate 16c per 100 lbs., similar adjustment to other points.

F. R. A. 14360. Authorizes on coal facings, coal foundry facings, coal dust, coke dust and coke breeze, C. L., to Kansas City and other Missouri river points from St. Louis \$2.70, Peoria, \$2.90, Chicago \$3.20 per net ton.

F. R. A. 14365. Authorizes rate 20c per 100 lbs., on silicate of soda, C. L., from Kansas City to Coffeyville, Kans.

AWNING STORAGE

WE WILL TAKE DOWN YOUR AWNINGS,
STORE THEM FOR THE WINTER, PROTECT
THEM WITH INSURANCE AND PUT THEM
UP NEXT SPRING.

Work Done By Experienced Men.

Awnings Stored so they will not deteriorate.

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ESTABLISHED 1870

KANSAS CITY,
MO.



The
Chamber of Commerce
Bi-Weekly Luncheon

Wednesday, October 22, 1919

12:15 o'clock

Hotel Baltimore

The keynote of this meeting will be the

Liberty Memorial

The guest of honor and principal speaker
will be

Major Gen. Edward F. McGlachlin

who commanded the First Division and had the honor of bringing it home, and rode at its head in the Pershing Parade in New York and Washington. He comes west to assume command at Camp Funston.

The General will give us a real message—he knows the true meaning of a Liberty Memorial.

No reservations in advance. First come, first served. Let us give this hero a real Kansas City welcome.

No Bi-Weekly Luncheon next week on
account of the Liberty Memorial Drive.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 43

KANSAS CITY, TUESDAY, OCTOBER 28, 1919

Let Us Forget.

THE world will little note, nor long remember what we say here, but it can never forget what they did here. It is for us the living, rather, to be dedicated here to the unfinished work which they who fought here have thus far nobly advanced. It is rather for us to be here dedicated to the great task remaining before us—that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion—that we here highly resolve that these dead shall not have died in vain—that this nation, under God, shall have a new birth of freedom—and that government of the people, by the people, for the people, shall not perish from the earth. — Portion of Lincoln's Gettysburg Speech.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

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THE CHAMBER OF COMMERCE OF KANSAS CITY

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ANDREW YOUNG

NO CHAMBER MEETINGS THIS WEEK.

On account of the big drive for the Liberty Memorial Fund and Charity Chest this week, no Chamber of Commerce meetings will be held. This in order to avoid the monopoly of any member's time who might otherwise be giving it to the drive and to avoid every possible conflict.

It is the desire of the officers of the Chamber that all members be governed accordingly, whether in affairs of the Chamber of Commerce or something outside, so that the two and a half million dollar financial campaign for the memorial and local charities will have no competition.

LEST THE AGES FORGET.

Seldom has a campaign slogan carried with it both the force and dignity that is embodied in the four words: "Lest the Ages Forget."

Ponder a moment and recall, if you will, what things have appealed to you in your extensive travel throughout the land. Gigantic buildings, beautiful boulevards—all have their appeal, but what in this great country of ours makes a more lasting impression upon the traveler than to view the wonderful monument to Lincoln at Springfield, Illinois, Grant's Tomb, Riverside Drive, New York; the Shaw Memorial at Boston; the Minute Man at Concord, Massachusetts; the Soldiers and Sailors monument at Indianapolis, the monument to Robert E. Lee at Lexington, Virginia, and the Washington monument at Washington.

We cannot forget when we view these monuments erected in memory of loyalty and service. Can we of Kansas City do less for our own, who have displayed such loyalty and given such service, four hundred of whom have made the sacrifice supreme?

The monument, which we will erect and which will make Kansas City the mecca for people from all localities, will not be a monument alone, but will combine a marble shaft of tribute with a building of service for those who have served and returned.

The rank and file of the Chamber's membership will respond this week and assist to lessen the burden of the campaign, which has been planned and executed by a few very earnest men and women of the city.

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Federal Transportation Board

AN ISSUE has arisen in the mind of Mr. Alba B. Johnson, as to whether or not the position assumed by The National Industrial Traffic League with regard to the creation of a Federal Transportation Board, as proposed in the Cummins' Bill S-2906 and the Frelinghuysen Bill S-6998, represents the view of the executives in industry and commerce of the country.

The League is the foremost body of industrial and commercial traffic men in the United States, and is recognized as such by the carriers, the Interstate Commerce Commission, and Congress.

Mr. Johnson is a railway locomotive manufacturer, and one of the most prominent business men in the country, and is president of the Railway Business Association, an organization of manufacturers of railway material and supplies, whose market is the railroads themselves.

Mr. Johnson has undertaken a campaign and put out a letter that is being given wide distribution among industrial and commercial executives, seeking their signature approval of a program embracing the propositions set forth at the end of this article, the results of which presumably will be presented to Congress.

The League has declared against a Railway Transportation Board as unnecessary and has advocated that the powers of the Commission be enlarged in a more comprehensive system of regulation of carriers for the future.

For the Kansas City Chamber of Commerce it should be noted by members that the Board of Directors in casting the vote of this Chamber on Referendum 28 of the United States Chamber of Commerce, negatived the proposition to create a Federal Transportation Board, and this action was in line with recommendations by the Traffic Council, which were later

(Continued on Page 752.)

National Budget System

THE Chamber of Commerce of the United States is participating in the National Budget System hearings before the House committee on appropriations. These hearings, just starting in Washington, perhaps will last two weeks.

The war made necessary an expansion of government expenditures to an extent hitherto not only unprecedented, but almost unbelievable. This in turn gave rise to a comparative expansion of taxation and issuance of government loans. The immense burden thus placed upon the people in general, and upon business and industry in particular, has led to a greatly increased interest in the manner in which the government expends its funds and a demand for stricter and more intelligible methods of appropriating and accounting. Consequently, in the judgment of the National Chamber of Commerce, the time has arrived for pressing upon Congress the need for adopting a budget procedure with far greater hope of success than at any time in the past.

Not only the organizations which in the past have supported the national budget are becoming more active, but new organizations with the sole purpose of supporting the budget propaganda are springing into existence. If all these agencies can be brought to work with a common purpose for the same end, it is to be expected that Congress, in which support for a budget plan has been constantly growing, will give heed to this expression of popular opinion and demand for financial methods which have long since been approved in every other enlightened country on the globe.

The present President of the United States some years ago expressed to a Budget Committee of the Chamber his support of the plan, and quite recently in a cable to the then Chairman of the

(Continued on Page 751.)

LIBERTY MEMORIAL LUNCHEON.

"THE best answer to the criticism made of the War Department and General Staff over the conduct of the war is that it was a big success," was the declaration of Major General Edward F. McGlachlin, speaking at the bi-weekly luncheon last Wednesday noon.

Referring also to the criticism directed against the Y. M. C. A. and other similar organizations, the General declared that he had been familiar with the work of all of these organizations and that much of the criticism was unwarranted.

Referring particularly to the criticism against the Y. M. C. A., he declared that General Headquarters knowing that the Y. M. C. A. had a lot of money to spend on cigarettes and similar articles and believing that it would have a bad effect if too much of these were given away, issued orders against it, which the Y. M. C. A. obeyed while the other organizations did not. The General tactfully added that he "was glad the other organizations continued to give away cigarettes, and glad also that the Y. M. C. A. obeyed orders."

That there had been duplication on the part of many of these organizations resulting in waste was also admitted, but this he declared was due to the desire on the part of every organization to serve every soldier regardless of his creed; that this applies as well to the army chaplains as to the other organizations.

Much of the waste in the operation of the overseas forces as well as at home was due to the rapidity with which our forces were increased from 8,000 officers and 200,000 men at the beginning of the war to more than 200,000 officers and 4,000,000 men at the close. The lesson to be gained from this he declared was the need for preparedness.

The general also referred to the low morale of the French and British armies at the time America got into the real fight; that their officers did not hesitate to say that their chances of winning were small, but that this applied more to the force in the rear than it did to those in the front lines.

While the United States cannot claim to have won the war and should not because there is plenty of praise for all, the introduction of our forces at a critical time made the winning of the war possible.

Preceding General McGlachlin, Mr. R. A. Long, general chairman of the Liberty Memorial Drive, stated that on several occasions recently, the question has been asked why \$2,000,000 is necessary for a Liberty Memorial and who had decided upon that

MEXICAN VISITORS

Professor Miguel Santa Maria and Professor Ernesto Reza Rivera, representing the Department of Agriculture, Government of Mexico, visited Kansas City recently as delegates to the International Farm Congress and were received at The Chamber of Commerce by the General Secretary and the Agricultural Commissioner.

These representatives of Mexico are touring the United States for the purpose of studying agricultural methods and to select the most extensive data, which will be of interest to the development of Mexico along agricultural lines. Before returning to their native country they will visit the National Dairy Show at Chicago, the National Cotton Growers' Congress at New Orleans, and points East.

Professors Maria and Rivera expressed keen appreciation of their treatment while in Kansas City. They were guests of Mr. Jose Duvallon, Foreign Consul of Mexico, Kansas City.

amount. This, Mr. Long declared, had been determined by a committee appointed following a mass meeting of the citizens last spring and that the decision of this committee had been reached after a very thorough investigation, that \$2,000,000 would be required; this, without a dissenting vote.

He declared that the committee had investigated what other cities had done in years past and referred particularly to the Soldier and Sailors' Monument in Indianapolis, erected in 1887 at a cost of \$675,000.

As to the type of memorial this he also declared had been determined by the committee only after very thorough consideration and their final decision being for a monument and a building, the building itself he declared would probably cost from \$600,000 to \$700,000 and that the probabilities were that ground for it would have to be purchased and that there should also be an endowment fund, so that the \$2,000,000 proposed is not too large; in fact, it should be more.

Is the time opportune is another question which Mr. Long answered by stating that the longer it is put off the harder it will be to do.

He declared that if the United States had not entered the war two years ago, without doubt Germany would have won; That four hundred of our boys had fallen either from disease or in combat; that their loved ones cannot afford to go overseas to their graves

(Continued on Page 756.)

SECRETARIES IN ANNUAL SESSION.

Chamber of Commerce secretaries from all over the United States are holding their annual meeting at the Claypool Hotel, Indianapolis, October 27-29. There are over three hundred present from practically every state in the Union. They are meeting to discuss and develop every possible phase of secretarial efficiency. They do not deal with policies of chambers of commerce. The convention is really a three day school for secretaries where are being discussed methods that have been tried in membership work, industrial promotion and all other branches of chamber of commerce activity.

General Secretary J. M. Guild is presiding over the meeting as the President of the National Association of Commercial Organization Secretaries and the meeting is also being attended by as many of the Chamber of Commerce staff as could be spared. A. E. Young, Membership Solicitor and H. H. Mathonet of the Civic Department are in attendance. Mr. Mathonet has served on a committee on the improvement of chamber of commerce accounting methods and office forms for a year. He will discuss a paper on this subject. The value of having these men attend this annual school is apparent from a perusal of the subjects on the program as follows:

- "Making an Organization Program and Making it Work."
- "Elements of Membership Conservation."
- "Organization Bulletins—Their Hits and Misses"
- "Annual Report—Its Form and Value."
- "The Secretary in Action."
- "Chamber of Commerce Headquarters—What Shall They Be?"
- "Standardized Forms."
- "Apportioning—the Association's Finances—Budget."
- "Minutes."
- "Files."
- "Science of Locating an Industry—Industrial Survey."

Every minute of the three days will be occupied with meetings. Four question box round table meetings were held yesterday for discussions on

- "Civic or Public Affairs."
 - "Commercial and Industrial Promotion."
 - "Organization and Membership."
 - "Problems of Secretaries."
- Today the group meetings are on
- "The New Man in the Profession."
 - "Convention Work—Discrimination and Reason."

MORE NEW MEMBERS
BEGIN THE NEW YEAR.

- Adams Transfer & Storage Co. 1 add'l.
(D. S. Adams) 228 West 4th St.
- Aureguy, Eugene L.
- Dictograph Products Corp., 405 Sharp Bldg.
- Crowley, Robert S.
- Crowley Stationery Co., 909 Wyandotte St.
- Hurd, Asa D.
- Ace Hurd Tire & Service Co., 1924 Grand Ave.
- Lott, Frank K.
- Musician, 635 Scarritt Bldg.
- Montfort, Homer,
- Musician, 1315 East 41st St.
- National Promotion Co. (Firm.)
- Magazine Subscription Brokerage, Del-Main Bldg.
- Topping Valuation Company.
- Public Appraisers, 1308 Waldheim Bldg.
- Traster, R. C.
- K-Naturals Mfg. Co., 533-535 Delaware St.
- Walker, Harry B.
- Walker-Koup Motor Co., 1833-35 McGee St.

NATIONAL BUDGET SYSTEM.

(Continued from Page 749.)

Appropriations Committee on the House has voiced his desire for the adoption of the budget method.

The National Chamber, as late as May 1, 1919, went on record on this subject as follows:

"A national budget will introduce standards of business in correlating income and outgo and afford information as to the disposition and sources of public funds. Expenditures of the federal government have reached sums beyond all earlier contemplation. Taxation and borrowing have assumed proportions hitherto unknown. Through referendum and by vote of delegates in annual meeting this Chamber has repeatedly advocated a budget system as a means of introducing business methods in the government's fiscal affairs. We reaffirm these declarations."

The National Chamber's Committee has drafted in simple language and concise form what might well be called the minimum requirements of a budget system upon which all advocates may be able to unite—the minimum requirements of an effective budget system to which additions might advantageously be made in the course of time.

The Kansas City Chamber is on record in favor of a Federal Budget and is supporting the movement.

"Co-operation with the Farmer."

Even the Smoker last evening was not without its lesson. A membership play had been prepared by a committee of which Mr. Young is a member. This was entitled "Signing a New Member" and was put on in order to bring out for the benefit of every secretary good membership selling points.

TELEPHONE REPORT TO MEMBERS.

Every member of the Chamber will have received before this issue of the Kansas Citian has reached his desk, a copy of the report of the Special Committee on the Investigation of Automatic Telephone Equipment. Enclosed with this report is a stamped, addressed postal card on which members are asked to vote on whether or not they want automatic telephones for Kansas City.

The printed report includes the report of the Committee to the Board of Directors and statements concerning operation of automatic equipment in each city visited by the Committee. In addition to this is the story of the automatic telephone luncheon held at the Baltimore Hotel, September 23d.

This report has been printed and mailed to each member of the Chamber, so that all information available will be in the hands of members and so that each may have an opportunity to express his preference. To make this easier the ballot card is stamped and addressed. The ballot is returnable to the Chamber on or before the 31st of October. The Committee is very anxious that each member read the report carefully and send in his vote.

FEDERAL TRANSPORTATION BOARD.

(Continued from Page 749.)

given joint consideration by the Traffic Council, the Department of Industries and the National Affairs Committee of the Chamber, who made joint report to the Board as a base for the latter's action and vote.

The reasons given to the Board of Directors were that the Transportation Board had not been clearly defined by the National Chamber's proposition; and a fear that a conflict of authority would result in the regulation of common carriers, from its creation.

The provisions with respect to the Railway Transportation Board of the pending Senate Bills clearly confirm that the fears of our committee as expressed to our Board of Directors, were well grounded, because those provisions propose to clothe this Transportation Board with authority to require the consolidation of common carriers, to inquire into the financial results of operation of railroads, and from time to time make recommendation to the Interstate Commerce Commission as to what changes are necessary in rates of transportation to yield, what, in the Board's judgment, may be adequate compensation, to sustain the

APPOINT COMMITTEE ON SEVENTH REGIMENT.

The following special committee has been appointed by action of the Board of Directors to co-operate with the officers of the Seventh Regiment, National Guard, of Missouri:

C. C. Peters	Frank Witherspoon, Jr.
C. F. Holmes	Leo Crabbs
R. C. Greenlease	F. D. Askew
F. L. Hall	G. H. Edwards
R. L. Redpath	S. J. Whitmore.
Walter M. Jaccard	

credit of railroads as a whole; and the Commission forthwith must (not may) order such changes in the rates to conform with the Board's findings.

This is just the conflict that our Board of Directors feared would come from the creation of a Railway Transportation Board. It would disarm the Commission completely.

Whether or not our Board of Directors expressed the views of industrial and commercial executives—there being no doubt that their vote expressed the view of the Departments of Traffic, Industries and National Affairs—is sought to be brought out by Mr. Johnson's campaign.

The Board of Directors of this Chamber have opposed Congress declaring that railroads shall earn 6 per cent or any other percent, and have also opposed the taking away from carriers of any surplus over and above any fixed percent to be given to other railroads or to be used by the Government in the purchase of railroad equipment, as inimical to competition between and service, and as stifling incentive, and furthermore as a dangerous Governmental policy threatening such limitations upon industry as a whole, if established with regard to railroad earnings; instead they declare in favor of permissive consolidation of carriers in the public interest, subject to approval by the Interstate Commerce Commission (versus compulsory consolidation), increased power to the Commission to prescribe minimum rates and to fix divisions of through rates as between strong and weak lines; and favor a general declaration by Congress that rates of railroads may be so regulated as to produce a return from efficient and judicious management that will serve adequately as a basis for their credit.

The creation of a Federal Transportation Board hinges to a large extent on the question of railroad credit, and this in turn (in-

(Continued on Page 760.)

International Trade Conference Tour

THE International Trade Conference Tour, consisting of some eighty business leaders of Europe and the United States, will be in Kansas City Friday and Saturday of next week, November 7 and 8.

These business missions from Belgium, France, Great Britain, and Italy met with over two thousand American business men at Atlantic City last week. Preliminary conferences had been held over a period of ten days.

In the over-seas party there are forty-two delegates. These are accompanied by secretaries and others to the number of twenty. There will also be in the party representatives of the National Chamber of Commerce, under whose auspices the tour was projected and is being made as well as those who represent the various embassies and departments at Washington, making in all a party of more than eighty.

The missions are headed by such men as: Commander Engineer Ferdinando Quartieri, President of the Italian Corporation for Chemical Industries and other Italian companies. Sir Arthur Shirley Benn, K. B. E., M. P. London; Eugene Schneider, Head of Creusot Steel Works, President of Iron and Steel Institute of Great Britain, former Member of Chamber of Deputies, France; M. Florimond, Director, National Bank of Belgium, Honorary Director General, Savings Bank of Belgium.

Included in the Belgian Mission is M. Canon-Legrand, President Chamber of Commerce, Mons. Construction Engineer; Permanent President, International Congress of Chambers of Commerce, who was the head of the International Congress of Chambers of Commerce held at Liege in 1905, Milan in 1906, Prague in 1908, London, 1910, Boston 1912, Paris, 1916.

A complete list of delegates will be found on Page 754.

The missions are here on business and are visiting Kansas City and other points for the purpose of telling their own stories directly. They will confer with the local committees and, according to reports from Atlantic City, they have wonderful stories to tell. They are looking to America for help. They say they will recover in time without help but naturally much faster with it, just as in the war.

One of the results of the Atlantic City conference will be the organization of an International Chamber of Commerce with permanent headquarters and staff at such point as is selected as headquarters for

the League of Nations.

General Secretary J. M. Guild, who has been attending the conference in Atlantic City has conferred with the chairmen of the various missions and officials of the National Chamber and has been assured that the missions will come through to Kansas City intact.

The various local committees are laying careful plans realizing the honor, significance and importance of this visit to Kansas City and the foreign business atmosphere prevailing at Atlantic City last week will thereby be transferred to Kansas City.

The visitors will be housed at the Muehlebach and Baltimore hotels. Here is the program which has been outlined for the two days that they will be in Kansas City; the details as to what plants will be visited have not been completed:

KANSAS CITY PROGRAM FOR FOREIGN MISSIONS

Friday, November 7.

7:00 A. M.—Arrive Wabash Special from St. Louis, Reception by select party of Kansas City business men on train.

7:30 A. M.—Breakfast dining room of the Fred Harvey System at the Union Station.

8:30 A. M.—Automobile to hotels for conference with different groups—Belgium, England, France, Italy.

12:30—Automobile to industrial plants for various groups for luncheon or one o'clock luncheon at hotel.

2:00 P. M.—Inspection of Manufacturing and Industrial Plants.

6:30 or 7:30 P. M.—Dinner in Ballroom, Muehlebach Hotel with large attendance of Kansas City's representative business men.

Saturday, November 8.

Early Forenoon—Informal conference of trade or national groups or visits to industrial plants or both.

10:00 A. M.—Automobile ride through the industrial, commercial and residential sections and over Kansas City's boulevards.

1:00 P. M.—Luncheon in Francis I Room, Hotel Baltimore.

6:00 P. M.—Leave over Santa Fe for Chicago.

Kansas City was represented at the Atlantic City conference by:

E. F. Swinney, who served on the committee on Credits and Finance; F. H. Thwing, A. T. Hemingway, J. T. Morton, John B. White, Sig Harzfeld, and J. M. Guild, General Secretary.

(Continued on Page 754.)

INTERNATIONAL TRADE TOUR. (Continued from Page 753.)

International Trade Conference Delegates: BELGIUM.

- M. Florimond Hankar, Chairman; Director, National Bank of Belgium; Honorary Director General, Savings Bank of Belgium.
- M. Canon-Legrand, President, Chamber of Commerce, Mons, Construction Engineer; Permanent President, International Congress of Chambers of Commerce.
- M. Albert Neve, Departmental Director, Ougree-Marihaye Works, Liege.
- M. Albert E. Janssen, Director, National Bank of Belgium, Prof. University of Louvain.
- M. Alexander de Groote, Vice-President, Antwerp Chamber of Commerce.
- Prof. Paul Van den Ven, University of Louvain, Delegate of Belgian Minister of Finance at Paris Conference.

FRANCE.

- M. Eugene Schneider, Chairman of Mission, Head of Creusot Steel Works; President of Iron and Steel Institute of Great Britain; former Member of Chamber of Deputies.
- M. Tirman, Councillor of State; Representative of French Ministry of Commerce.
- M. Le Baron du Marais, Vice-Chairman of Mission; Director of Credit Lyonnais.
- M. Andre Homberg, Vice-President of the Societe Generale.
- M. De Pellerin de la Touche, President of French Trans-Atlantic Line; President of Paris Subways.
- M. Waddington, Textile Manufacturer; Vice-President of Syndicat Normand du Tissage.
- M. Rouche, Delegate of General Syndicate of Chemical Products; Director of the Firm of Poulence Brothers.
- M. Julien Potin, Vice-President of Biscuit Syndicate; President of Dry Vegetable Syndicate; President of Potin & Company.
- M. Godet, former President of the Tribunal of the Section of Commerce of the Seine; ex-President of the General Association of Textiles; Member of Chamber of Commerce of Paris; Delegate of the Confederation Generale de Production.
- M. Le Commandant Varaigne, head of French Mission associated with the American Services in Paris.
- M. Francois-Poncet, Delegate of the Steel Committee in France.
- M. Pesson-Didion, Mining Engineer; Delegate of the Union of Metallurgical and Mining Industries; Director of the Societe Centrale pour l'Industries Electrique.

CHAMEER WILL BACK SEVENTH REGIMENT.

The Chamber of Commerce endorses the presence and maintenance of the Seventh Regiment, N. G. M., in Kansas City.

The Chamber urges all employers to co-operate with the officers of the regiment in their proposed recruiting campaign, to the end that the regiment may be brought to its full strength.

In the opinion of the Directors of the Chamber, employers should pay salaries and wages to employees while on duty with the regiment.

Other civic and commercial organizations of Kansas City are to be asked to join with the Chamber of Commerce in this action.

A special committee on Seventh Regiment is being selected by President McLucas to give to the Seventh Regiment and its needs the attention they may require from the business men of Kansas City.

All of the foregoing represents action taken by the Board of Directors at a meeting held October 10, at which Lieut. Colonel Frank Woodward was present on invitation of the Board to explain the situation in which the regiment finds itself in the matter of strength, equipment, facilities etc. All that Colonel Woodward asked was the moral support of the Chamber, so that when the campaign, to secure enlistments of 300 men to bring the regiment up to its full strength of 1500, is conducted, a sympathetic interest and desire to co-operate may be found in every business establishment.

The Colonel explained that if Kansas City is to retain the regiment in a fully serviceable capacity to the community in any emergency that may arise in these more or less uncertain times, it will be necessary to conduct a recruiting campaign for 300 men before the end of the year, otherwise there is a possibility of the regiment losing its standing with the State, and the equipment furnished by the State.

M. Dolleans, Professor of Political Economy at University of Dijon.

M. Parmentier, Engineer; Delegate to the Ministers of Commerce and Public Works; Assistant to M. Pellerin de la Touche.

M. Loizeau, Engineer, of the Credit Lyonnais; Assistant to M. le Baron du Marais.

M. Collin, Engineer at Schneider establishment; Assistant to the President of Mission.

M. De Freminville, Engineer at Schneider establishment.

(Continued on Page 757.)

Kansas City Committee To Receive and Entertain Foreign Missions November 7-8, 1919

W. S. McLucas, General Chairman.

J. M. Guild, General Secretary.

COMMITTEES	PROGRAM	BELGIUM	ENGLAND	FRANCE	ITALY
Textiles	Leon Smith	C. C. Peters, Chairman	H. L. Root	F. M. Lee	H. D. Lee
Metals	H. A. Fitch	R. L. Redpath	C. R. Butler	Solomon Stod- dard, Chairman	A. A. Kramer
Foods	C. W. Lonsdale Chairman	F. O. Cunning- ham	D. F. Piazsek	L. E. Moses	John H. Wiles
Chemicals	B. A. Parsons	Ferdinand Hauck	John T. Kennedy	J. A. Gallagher	N. N. Dalton, Chairman
Finance	E. F. Swinney	G. M. Smith	W. T. Kemper	J. F. Downing	John M. Moore
Raw Materials	C. S. Keith	M. B. Nelson	C. J. Carter	L. T. Sunderland	Hertrand Clark
Shipping	J. F. Holden	R. W. Light- burne, Jr.	John Fennelly, Chairman	R. D. Sangster	W. M. Corbett
Fuel	H. N. Taylor	J. R. Crowe, Jr.	Ira Clemens	E. R. Sweeney	F. W. Lukins
Industrial Equipment	W. S. Dickey	M. J. Healy	E. M. Tucker	H. W. Black	E. C. Sooy
General	J. C. Nichols	Georges Mignolet	H. W. MacKirdy		Joseph Deo
Live Stock	E. W. Houx	F. G. Robinson	F. G. Forrest	J. C. Swift	M. L. McClure
Oil	C. A. Braley	G. H. Moffitt		Harry B. Jones	F. H. Thwing
Kansas City, Kansas.	W. Lee Vaughn	P. W. Goebel	F. S. Ellis	A. H. Gillis	C. N. Prouty

CAPITAL TO INVEST.

The Industrial Department is occasionally in touch with local residents and non-residents who have money to invest ranging up to one hundred to two hundred and fifty thousand dollars, this for investment in good, sound, going business enterprises.

Members knowing of such concerns desiring to increase their capital are asked to communicate that information to the Industrial Department.

In most cases these parties desire to take an active interest in the management of the company.

Columbia National Bank Capital \$500,000.

OFFICERS TO BE ELECTED

Thornton Cooke, President Gen. H. Bucking, Vice-Pres.
Calvin H. Newman, Vice-Pres. Fred F. Todd, Cashier
Emporia, Kans. Chas. L. Alward, Asst. Cashier
Sidney K. Cooke, Vice-Pres. Harold Bailey, Mgr. Bond Dept.

3% On Savings 3% On Time Deposits

STRENGTH AND SERVICE

The New England

CHAS. E. GIBSON, President T. C. ALEXANDER, Secy-Treas.
BEN R. HALL, Vice-Pres. F. D. HITCHINGS, 2d Vice-Pres.
J. W. RAMSEY, Asst. Treas.

**6% Farm Mortgages
Securities Company**

414 N. Y. LIFE BLDG.

Advertise in the Kansas Citian—
rates reasonable.

DO YOU KNOW

Your Oldest Retail Coal Dealer
J. H. LEONARD COAL COMPANY

"Since 1881"

Home P. Main 687 Bell P. Grand 689
100 Bryant Bldg.

Bell Main 681

Home Main 9130

EDW. W. SIMON CO.

Direct Distributors
"PANAMA"

CARBON PAPERS—INKED RIBBONS
1035 Wyandotte St.

Christmas Greeting Cards Will Build Good Will Order Now

Friendliness dominates at Christmas time. Everyone is then especially receptive to expressions of friendship.

Take advantage of this sentiment by using Christmas Greeting Cards this year. They will have splendid effects as aids in building up good will.

Every card we produce is a work of art and a personal charm is added to each by its appropriate inscription.

Make your selection now—get first choice and be certain to get a design that is satisfactory in every particular.

Phone for our salesman.

Union Bank Note Company,

10th & Central Sts.
Either 'Phone Main 418.

ANNUAL JOHN JAY DINNER.

The annual dinner given by The Chamber of Commerce and familiarly known as the John Jay Dinner will be given Friday, November 7 at the Hotel Muehlebach.

The delegates of the International Trade Conference representing Great Britain, France, Belgium and Italy will be the guests of honor. The principal speakers will be chosen from the delegates representing these foreign countries.

LIBERTY MEMORIAL LUNCHEON.

(Continued from Page 750.)

and drop a flower and that therefore something must be erected in honor of these men who have given their lives.

He referred to one mother who had said months ago that while she could not go to France to put a flower on the grave of her son, she could go to a monument erected in memory of those who gave their lives and point to it with pride.

He also declared that a great deal of money had been made by Kansas City men out of the war who would not have done so otherwise; that if the campaign failed, it will be an evidence of ingratitude that should cause Kansas City to hang its head in shame.

He declared also that it should be a memorial not built by a few men, but every citizen, and that every citizen would be given an opportunity to give his share.

Mr. J. C. Nichols followed Mr. Long, speaking particularly of the charity budget arranged by the Committee on Charities of the Chamber of Commerce and declared that as a result of the work of this committee, the various charitable organizations had been freed from the anxiety as to where their funds were coming from and also eliminated duplication on the part of the various organizations.

He declared that whereas prior to the organization of the Charities Committee 1700 people were contributing to the support of these various charities, and as a result of the united drive, there were 113,000 donors last year.

The budget this year has been increased from \$300,000 to \$450,000; that eight additional charities had been added to the list and that in addition he referred to the fact that it cost just as much more for potatoes and for nursing service in charitable institutions as it does in the individual home.

He declared that no further funds would be solicited for any of the organizations included in the budget during the year save the Mercy Hospital Tag Day for \$12,000.

LET CONTRACT FOR TRADE DIRECTORY.

A contract for printing of the new Trade Directory has been let by the Industrial Department and the printer is already busy setting type.

The final call has been sent to all manufacturers who have not responded to the request of the Industrial Department for a listing of their products.

Those who have taken advertising space are likewise asked to send in their copy as soon as possible if it has not already been sent in. In most cases that copy is already in and proof will be furnished to every advertiser shortly for their approval.

It is hoped to have the directory ready for distribution about November 15.

No Wednesday luncheon this week

which amount has been deducted from the Chamber of Commerce budget for that organization.

Also stated that the Y. M. C. A. and Y. W. C. A. are not included as they are not considered as charities.

Turning his attention to the Liberty Memorial, Mr. Nichols asked if any one would have thought on Armistice Day that \$2,000,000 was too large an amount to spend for a memorial in honor of those Kansas Citians who had given their lives in the world conflict.

He declared that practically every large city has under consideration some kind of a memorial; that the committee in charge had considered various types of memorials, including a university, museum, armory and park, as well as that finally decided upon; that the American Legion had given unanimous approval to the plan for a building and monument.

He also referred to the fact that this is a Kansas City project; that every cent will be spent in Kansas City for labor and material and that this is the first drive of that kind which has ever been held.

In closing Mr. Nichols declared that it would be a shame for Kansas City to express its gratitude in a memorial costing less than \$2,000,000.

OIL BURNERS

Advance Oil Burner Company

Manufacturers of and Dealers in

OIL BURNERS FOR ALL PURPOSES

807 East 15th St., (Home Main 6243) Kansas City, Mo.

ATTORNEY GENERAL ENJOYED CHAMBER LUNCHEON.

According to the following letter from Attorney General A. Mitchell Palmer, he was favorably impressed with Kansas City and its business men on the occasion of the luncheon given in his honor at the Baltimore Hotel, October 3.

October 10, 1919.

My Dear Mr. Guild:

I have your letter of October 7th.

I have seldom had a more delightful experience than on the occasion of my meeting with your Chamber of Commerce. I was very forcibly impressed with its membership and cannot speak too warmly of the very fine reception that you gave me.

Thanking you for the kindly words you say in reference to myself and with best personal wishes, I am

Sincerely yours,

(Signed) A. MITCHELL PALMER.

J. M. Guild, Esq.,

INTERNATIONAL TRADE TOUR.

(Continued from Page 754.)

M. Mazot, General Secretary of the French High Commission; General Secretary of the Mission.

M. Bcyer, Director of American Services in the Bank of Paris; Assistant General Secretary.

M. Pierre Lehieux, Secretary.

GREAT BRITAIN.

Sir Arthur Shirley Benn, K. B. E.; M. P.; Chairman, London.

Sir James Hope Simpson, Director and General Manager, Bank of Liverpool.

Hon. J. G. Jenkins, Curbiston, London; Member of Finance, General Purposes and Merchants Committees, London Chamber of Commerce; V. P., British Producers Association; former Premier, South Australia.

Mr. Marshall Stevens, M. P., Manchester.

Bailie John King, Chairman, National Light Castings Association, Glasgow.

Mr. Frank Mocre, Moore, Eady & Murcott Goode, Ltd., Leicester.

Secretaries:

Mr. George Berkes, Assistant Secretary, Federation of British Industries, London; Associate Member, Chartered Institute of Secretaries.

Lieut. A. S. Jarratt, Manchester.

ITALY

Commander Engineer Ferdinando Quartieri, Chairman; President of the Italian Corporation for Chemical Industries and other Italian companies.

Commander Prof. Bernardo Attolico.

ARRANGE CONFERENCES WITH INTERNATIONAL DELEGATES.

Any Kansas City business man who has a matter that he desires to discuss with any one or more of the four groups of delegates from England, France, Belgium or Italy, on the occasion of their visit to Kansas City, November 7 and 8, will be given that opportunity.

Arrangements for this were made at a meeting of the General Committee on Friday, October 24.

In order that such arrangements may be made, however, the committee asks that any one who desires such a conference notify the Chamber of Commerce in writing, addressing their communication to the General Committee in charge of Reception and Entertainment, mailing it so as to reach the office not later than Monday, November 3. This will give the committee ample time to arrange all conferences.

The committee felt that the opportunity for such conferences at the luncheon meeting Saturday might not be sufficient, hence this special arrangement.

Members are expected to notify the office promptly if they desire a conference.

Commander Engineer Dr. Luigi Luiggi, Member of the State Council of Public Works; Professor at the University of Rome.

Commander Prof. Vittorio Meneghelli, President, Chamber of Commerce of Venice.

Commander Giorgio Mylius, President of the Italian Master Cotton Spinners and Weavers Association.

Commander Domenico Gidoni, Delegate of the Italian Treasury.

Commander Pietro Giovanni Lazzerini, Secretary General.

Chevalier Giovanni Fummi, Stock Broker.

Commander Ersilio Baroni, President of the Italian Union for the Manufacture of Explosives.

Commander Dr. Augusto Jaccarino, Representative of the Banco di Napoli.

Chevalier Gaetano Biasutti, Representative of the Banca Italiana di Sconto.

Dr. Ildo Marchisio, Representative of the Banco di Roma.

Chevalier Guido Pedrazzini, Representative of the Banca Commerciale Italiana.

Chevalier Felice Bava, Representative of the Credito Italiano.

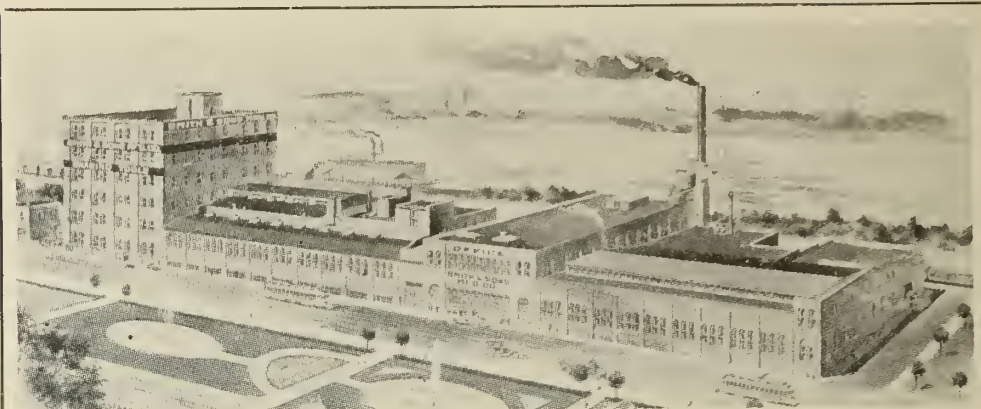
Marquis T. Theodoli.

Mr. Antonio Agresti.

Engineer Mario Luigi Luiggi.

Engineer Arturo Anzani.

Visiting Kansas City's Industries



Smith and Sons Manufacturing Company

The cut shown above is the Smith and Sons Manufacturing Company's plant located at 1500 Guinotte Street. This firm was established in 1900 for the manufacture of road grading machinery. The factory is 572 feet by 118 feet, with 2 stories and basement, and the warehouse 84 feet by 118 feet with 6 stories and a basement, of brick, steel and concrete construction.

The factory is composed of foundry, forge, machine shop, paint, pattern and woodworking departments: devoted exclusively to the manufacture of road making machinery. They have 150 employees and their products are shipped to all states of the union.

Warehouse stocks are carried in Portland, Oregon; Seattle, Washington; Los Angeles and Oakland, California; Dallas, Texas and Atlanta, Georgia, with representatives in many other parts of the United States.

COMMISSIONER ACTS AS JUDGE.

The Chamber of Commerce was represented at the Northern Missouri Farm Congress at Chillicothe, last week by O. K. Quivey, Agricultural Commissioner.

In cooperation with the State Board of Agriculture, the Commissioner acted as a member of the Jury of Awards, making the placings on all entries of fruits and vegetables.

The great number of entries and fine quality of same are indicative of the high character of agriculture being practiced by the farmers in the counties of northwestern Missouri.

Home Main 643 We Never Close Bell Main 404

Isreal Motor Transfer Company

Motor Trucks, Motor Cars
Family Moving, Baggage

551 WALNUT

Skylark Gasoline

Made in Kansas City

Bill Hicks

CATERING COMPANY

Commercial Work—also Homes

TROOST AT 330

BOTH PHONES

To Buy
or Sell

Real Estate

CALL

J. Elbert Woods Inv. Co.

Phone M. 6594 700 Commerce Bldg.

We also handle legitimate exchanges.

NO WEDNESDAY LUNCHEON THIS WEEK.

THE CHAMBER'S GIFT TO THE CHILDREN.

The exhibits of foodstuffs at the Soil Products Exposition last week were divided equally between the Mercy Hospital and the Boys' Hotel by Agricultural Commissioner O. K. Quivey.

The following letters are self-explanatory:

Dear Mr. Quivey:

We want to thank you very much for your interest and work in getting together the donation of food stuffs left over from the Soil Products Show on last Saturday. This helped us quite a good deal. The boys are enjoying eating the apples. They are given out free every evening.

I want to tell you that I told Judge Porterfield of this donation and your interest and he wishes me to tell you that he appreciates it very much.

Yours very truly,

CHAS. B. HAHN,

Manager of Boys' Hotel.

(Signed)

Kansas City, Mo., Oct. 14, 1919

Mr. O. K. Quivey,
Agricultural Dept., Chamber of Commerce,
Kansas City, Mo.

Dear Mr. Quivey:

A good many times Mercy has had occasion to believe that it has a lot of friends among the members of the Chamber of Commerce, and feels pretty grateful that this is so.

Last year when the coming of the "Flu" called a sudden halt to the Soil Products Convention preparations, Mercy greatly benefited by the circumstance, though due to some oversight by inexperienced help we were forced to employ at that time, notice of the fact did not reach the Corresponding Secretary for acknowledgment of the gift to our friends. Now this year a second time help has come to us, and this is a most earnest "Thank you" and an assurance of Mercy's deep appreciation.

Sincerely,

DR. KATHARINE B. RICHARDSON,
Corresponding Secretary,
Children's Mercy Hospital.

GARY TRUCKS
1 TO 5 TONS

Factory Branch

COOPER MOTOR CO.

1616-1618 Grand Avenue
Phone, Bell, Grand 2649.

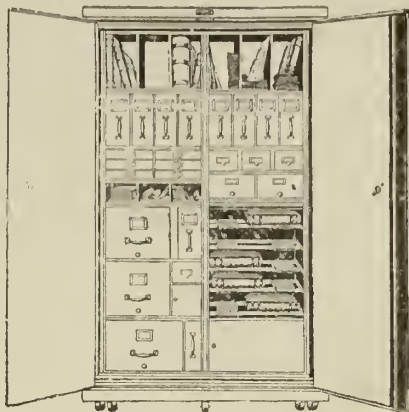
PRESCOTT & SNIDER

FIRST NAT'L BANK BUILDING

High Grade Municipals, Corporation
Bonds, Notes and Preferred Stocks.

Local Securities

Protect Your Records Your Records Protected, your business



The Safe Cabinet

THE WORLD'S SAFEST SAFE
Awarded Underwriter's Laboratories Highest Rating
21 Scarritt Bldg. Bell Main 3730
W. P. LONG, Sales Agent



"Under the Old Town Clock"

The Fidelity Plan

For Creation or Enlarging
of Estates

Will Interest You.

Ask for Booklet

IF IT IS ANYTHING ABOUT OIL

—Leases, Production, Refineries, Drilling Contracts

See, Write or Wire

JERRY CULBERTSON.

OIL AS A BUSINESS

Suite 417 Ridge Arcade Building
Phones, Main 5601.



ADVERTISING

Agency Service consists of interpreting to the public, or to that part of it which it is desired to reach, the advantages of a product or service.

FERRY-HANLY ADVERTISING CO.
Kansas City New Orleans

Western Newspaper Union

Advertising—Stereotypers

Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field

Advertising Rates On Application.

304 W 10th St.

Both Phones Main 193

POSTPONE EMPLOYMENT MANAGERS' MEETING.

The meeting of the Employment Managers' Council scheduled for tomorrow, Wednesday afternoon, at 4 o'clock has been postponed for one week due to the inability of Mr. Andrew Young to be present.

Announcement of the next meeting will be given in the Kansas Citian next week.

FEDERAL TRANSPORTATION BOARD.

(Continued from Page 752.)

sofar as standardizing earnings goes in the Cummins and Frelinghuysen Bills) upon compulsory consolidation of carriers into a limited number of systems, and the appropriation by the Government of excess earnings over and above the standard.

Thus it will be seen that the proposals by the Railway executives and others, including Mr. Johnson, that a Federal Transportation Board be created, is more or less involved with over vital questions of policy toward the railroads, and which to the extent above mentioned, the Board of Directors of this Chamber oppose.

There is no proposal however, that has yet been made, of which we have knowledge, that the Transportation Board or other body should require as a condition precedent to a carrier earning 6 per cent net, that its management be efficient and unswasteful.

By all means let our business men speak, but let them carefully weigh the possible consequences before they do.

Duties of Transportation Board.

Duty of the Transportation Board to convoke from time to time group and general conferences of carriers which shall construct rate schedule, designed to produce revenue estimated by them as sufficient for necessary expenses and for provision of a credit basis of adequate facilities and extensions.

Power of the Transportation Board to ascertain from carriers' estimates and otherwise the transportation needs of the country and the financial needs of the carriers and to certify to the Interstate Commerce Commission the amount of revenue necessary in the public interest for each rate-making group of roads taken as a whole.

Duty of the Interstate Commerce

SANGSTER TO TERMINAL COMMITTEE.

Transportation Commissioner Sangster, has been appointed as shippers representative on the Kansas City Local Operating Committee of the U. S. Railroad Administration. The personnel of the committee is as follows:

J. V. Anderson, Train-Master Union Pacific R. R.

J. E. Hitchcock, Asst. Agent Santa Fe.

F. W. Trappell, Chief Joint Inspector.

R. D. Sangster, Transportation Commissioner, Chamber of Commerce.

Similar Committees have been appointed at all the important terminals, their duties being as follows:

Speeding up road and yard movement.

Securing heavier loading of equipment.

Establishment and maintenance of complete and accurate yard checks.

Reducing the number of bad order cars.

Making prompt delivery to connections.

Effecting earlier deliveries at freight houses and team tracks.

Preventing delays and abuse of equipment loaded with company material, and

Expediting movement of grain cars in terminals.

It is realized that a saving in car hours can be obtained by close study of the operations of carriers in terminal yards, and districts where a great volume of traffic accumulates, and that a study by a special committee, with adequate office organization will produce and maintain better results than otherwise.

Commission (a) to accept the certificate of the Transportation Board as to the amount of revenue necessary. (b) to consider the rate schedules filed by carriers' conferences and other pertinent facts, and (c) to sanction rate structures designed to yield as near as may be, the revenue certified by the Board.

SEND TO
SQUIRE ELECTRICAL CO.

FOR
Electrical Repairs for
Everything Electrical



**Merchandise Warehouse
ing and Distributing**

BRANCH HOUSE FOR FACTORIES
SPACE MERCHANTS - EXCELLENT
SWITCHING AND DECKAGE

"The Service Symbol" 1316 W. 8th St. Phones M. 3002

Moriarty Motor Co.

MORIARTY BLDG. 22nd & GRAND.

STANDARD EIGHT
A POWERFUL CAR
MITCHELL SIXES

Traffic and Transportation

LIVE STOCK CASE.

The Nebraska Railroad Commission has filed suit in the U. S. Court of St. Joseph, seeking to enjoin that part of the order of the Interstate Commerce Commission in the C. B. & Q. Nebraska Live Stock case, which requires the discrimination against Kansas City in favor of Omaha, in the matter of more liberal return transportation privileges for caretakers, on shipments of stock to Omaha.

The Kansas City Live Stock Exchange was made a defendant in the proceedings. The case will come up for hearing later.

Some time since the Omaha Live Stock Exchange filed a petition with the Interstate Commerce Commission asking a rehearing of the case. The Department prepared and filed an answer, and has now received order of the Interstate Commerce Commission denying a rehearing.

There is before the Omaha District Freight Traffic Committee (their docket 425) a proposition for readjustment of rates on Live Stock from points on U. P. main line, Central City to Sidney, Nebraska inclusive, and territory north thereof on C. & N. W., and C. B. & Q.; also branch line points on U. P. Columbus to Spalding, Nebraska, and related territory. This is to restore parity at common points and also relative adjustment of rates at cross country points existing prior to October 15, the date the rates of the C. B. & Q. became effective, as result of decision in the Nebraska live stock case."

This is docketed by the Railroad Administration and is set for hearing October 31.

CARS FOR SUGAR LOADING.

The Department made request to the Railroad Administration that preference be given sugar loading at Colorado points, having received complaint that sufficient cars were not available for this traffic, and has received reply that extraordinary efforts are being made to take care of orders for sugar loading.

CAR SUPPLY.

There is acute car shortage now. The Railroad Administration has given an order limiting the use of coal cars to coal only with the exception of phosphate rock and sugar beets.

GRAIN PERMIT SYSTEM

Effective October 25, there was put into effect the blanket permit system for movement of all grain, whether between primary markets, or from country points, or to ports. In the past the blanket permit system has governed the movement of wheat from country points to primary markets.

DEMURRAGE.

The Conference ruling of the I. C. C. recently promulgated, and published in last week's Kansas Citian, holding that demurrage, track storage, and off track storage not in transit, are controlled by the tariffs in effect contemporaneously with the accrual of these services, is interpreted to mean that all demurrage and track storage, whether in transit or not in transit, is controlled by the tariff in effect when the demurrage accrues. This on the theory that each day constitutes a separate transaction in demurrage.

PROTEST GENERAL MIXTURE RULE.

The Transportation Commissioner has addressed to Edward Chambers, Director of Traffic and Max Thelen, Director of Public Service, U. S. Railroad Administration, a lengthy protest against the adoption of the general mixture rule (Rule No. 10.) of the proposed Consolidated Classification.

The Interstate Commerce Commission in its decision finds that the proposed General Mixture Rule should be adopted "in the interest of uniformity and for various other reasons."

The protest made by the Transportation Commissioner on behalf of the Kansas City interests is summed up as follows:

We should not be understood as objecting to the adoption of uniformity of classification rules, descriptions, minimum weights, marking and packing requirements, etc., etc., to every extent practicable; we think that the work done towards uniformity should be largely reflected in publication. We cannot, however, appreciate that uniformity, for the mere sake of uniformity, can be or is justified with regard to every feature of Classification and with Rule 10 particularly in mind, we submit that uniform provisions will not result in uniform practice. In other words, the nature of traffic movement cannot be changed by establishing the rule, and the effect will be, under it, if established, to simply promote the selfish interests of a small class of shippers, whose legitimate requirements could be fairly served by specific mixtures, and to promote the interests of freight forwarders and others

(Continued on Page 762.)

GILLE

PHONES
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TIN AND PAPER CANS

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A Shop Equipped to Furnish Anything Electrical

TRAFFIC AND TRANSPORTATION.

(Continued from Page 761.)

whose legitimate relations to the transportation and trade in the commodities affected, and whose value as a factor in the commerce of the country is questionable; against these results, a severe penalty and handicap will be put upon the wholesale and jobbing interests of the whole west, in Western Trunk Line, Southwestern, Trans-Missouri and Trans-Continental traffic, thus making it more difficult and expensive for those local interests to maintain themselves in their local trade as against long haul Rule-10 eastern competitors, who pay no local taxes, and whose contribution to the commercial, civic and social welfare of the local communities is quite indirect and remote, and who will tie up railroad cars with half a load of all kinds of mixed merchandise and bulky freight, which must increase claim liability and increase greatly the cost of transportation to the carriers.

We respectfully petition you, on behalf of the legitimate wholesale and distributing interests of the territories above referred to, to not force a general carload mixture upon us under Rule 10, or otherwise, in the publication of Consolidated Classification No. 1. Copies of the protest have been sent to Chambers of Commerce of cities in the West and South-west with the request that they consider and also make protest.

MEMPHIS SOUTHWESTERN CASE.

The Interstate Commerce Commission has issued an order discontinuing proceedings in certain 15th section applications for increased rates, in the Memphis Southwestern investigation, upon consideration of the record in the case, and the withdrawal by petitioners of such applications. The 15th section applications affected involve, among others the following:

General increases class rates from Gulf to Missouri River and related points, also to Colorado and Oklahoma.

General increases class rates to New Orleans to basis proposed Northbound.

Increases in commodity rates New Orleans to Missouri River and related points. Tariff 5.

LUMBER STORAGE CHARGE.

Director of Public Service Thelen, and Director of Traffic Chambers, will hold a hearing, Wednesday, October 29th, at Washington, on the storage charge of \$10 per car per day recently imposed on lumber held, beyond 48 hours after free time, for reconsignment.

(Continued on Page 763.)

STATEMENT OF OWNERSHIP, MANAGEMENT, CIRCULATION, ETC.

Required by Act of Congress of August 24, 1912,
Of The Kansas Citian, Published Weekly at
Kansas City, Mo., for October 1, 1919.

State of Missouri, County of Jackson—ss.

Before me, Notary Public in and for the State and County aforesaid, personally appeared J. M. Guild who, having been duly sworn according to law, deposes and says that he is the Editor of The Kansas Citian, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to-wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, The Chamber of Commerce, Kansas City, Mo.

Editor, John M. Guild, Kansas City, Mo.

Business Managers none.

2. That the owners are: The Chamber of Commerce, Kansas City, Mo., (a corporation not organized for profit).

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: none.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association or corporation has any interest direct or indirect in the said stocks, bonds, or other securities than as so stated by him. J. M. GUILD.

Sworn to and subscribed before me this 7th day of October, 1919.

(SEAL)

C. H. ZABRISKIE.

(My commission expires August 23, 1922.)

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TRAFFIC AND TRANSPORTATION.

(Continued from Page 762.)

MATTERS BEFORE DISTRICT COMMITTEES
Kansas City Committee.

Docket 973. Proposed to permit broom corn to be stored in transit at Kansas City when originating at points in Texas on lines connecting with G. C. & S. F. (Oct. 28.)

Docket 974. Proposed to amend paragraph 3, Rule 30, A. T. & S. F. Circular 2030-N to limit fabrication privileges on Iron and Steel articles to points directly intermediate, except that provisions will be made for out of line transit at Denver, El Paso and Houston. (Oct. 28.)

Docket 976. Proposed to provide rate 60c per 100 lbs. on Glycerine, C. L., between Missouri River points and Utah Common points. This rate now applies eastbound only. (Oct. 28.)

Docket 980. Proposed to cancel numerous rates applying between points in Kansas City territory it being claimed that there has been no movement thereunder in the past year; should a movement develop thereunder within one year such rates will be restored upon one days notice. Below is a list of such items applying to or from Kansas City. (Nov. 14.)

Carriers Empty Returned.

Section 299. St. L., S. F. tariff 350-F. I. C. C. 7224. Item 410. Empty Carboys, returned from Kansas City, Mo., to Webb City, Mo., Rate 15½c.

Section 359. St. L., S. F. tariff 3405. I. C. C. 7158. Item 510. Bags or sacks (2nd hand charcoal) returned from Kansas City to Osceola, Mo. Rates various.

Cinders.

Section 362. St. L., S. F. tariff 3405. I. C. C. 7158. Item 885. Cinders, C. L., from Holmes, Mo., to Dodgeon, Mo. Rates various.

Section 363. St. L., S. F. tariff 3405. I. C. C. 7158. Item 905. Cinders, C. L., from Holmes, Mo., to Sheffield, Mo. Rates various.

Clay Product.

Section 37. C. B. & Q. Tariff 2173-H. I. C. C. 10700. Item 655. Brick, Fire Clay, Hollow Building Tile, C. L. between lower Missouri River points and Nebraska City, Nebraska and Lower and Upper Missouri River points and Nebraska City, Nebraska and Percival, Iowa. Rates 3c to 6c.

Section 222. Missouri Pacific tariff 2279-E. I. C. C. A. 4093. Item 115. Brick, C. L., from Menominee, Mich., to Lower Missouri River points. Rate 14½c.

Section 289. St. L., S. F. tariff 350-F. I. C. C. 7224. Items 335, 340, 345, 350 and 355. Brick, from Brownington, Liberal, Mo., Columbus, Kas. Mound Valley, Neodesha and New Albany, Kas. to various. Rates various.

Cotton.

Section 58. C. B. & Q. Tariff 9500-B. I. C. C. 12055. Item 252. Cotton, Compressed, C. L. and L. C. L., from Kansas City, Mo., to Des Moines and Ottumwa, Iowa. Rate 39c, C. L. Rate 47c L. C. L.

Section 120. C. R. I. & P. Tariff 29600-B. I. C. C. C. 10523. Items 1135, 1140. Cotton Compressed in bales, C. L., and L. C. L., from Lower Missouri River points to Des Moines and Ottumwa, Iowa. Rate 39c C. L. Rate 47c L. C. L.

Cottonseed.

Section 303. St. L., S. F. tariff 350-F. I. C. C. 7224. Item 515. Cottonseed, C. L., from Anthony, Arkansas City and Caldwell, Kan., to lower Missouri River crossings. Rate 31½c.

Feldspar (Crude.)

Section 336. St. L., S. F., tariff 350-F. I. C. C. 7224. Item 1110. Feldspar (Crude), from Group D to Lower Missouri River crossings. Rate 19c.

Fertilizer.

Section 43. C. B. & Q., tariff 2173-H. I. C. C. 10700. Item 810. Manure, from Kansas City, Mo., to various points in Missouri. Rate 4 to 5c.

Section 113. C. R. I. & P., tariff 25000-C. I. C. C. C. 10168. Item 2505. Manure, C. L., from McFarland, Kans., to Kansas City, Mo., and Armourdale, Kans. Rate 4c.

From McFarland, Kans., to Kansas City, Mo., and Armourdale, Kans. Rate 4c.

Section 317. St. L., S. F. tariff 350-F. I. C. C. 7224. Item 805. Lime Stone Fertilizer, from Sheffield, Mo., to various. Rates various.

Garbage.

Section 166. Missouri Pacific Tariff 1221-F. I. C. C. A. Item 730. Garbage in sealed tanks from Kansas City, Mo., to Adams, Mo., Rate \$15.00 per car.

Garbage tanks empty, returned from Adams, Mo., to Kansas City, Mo., Rate \$15.00 per car.

Glassware, Bottles, F. Jars, Etc.

Section 61. C. B. & Q., Tariff 9500-B. I. C. C. 12055. Item 270. Glassware, etc from Kansas City, Mo., to Centerville, Des Moines and Ottumwa, Ia. Rates various.

Section 288. St. L., S. F., Tariff 350-F. I. C. C. 7224. Item 310. Empty Second hand bottles. Between Joplin, Mo., and Kansas City, Mo. Rate 15½c.

Iron Mill Scale or Cinders.

Section 42. C. B. & Q. Tariff 2173-H. I. C. C. 10700. Item 780. Iron Mill Scale or Iron Mill Cinders, C. L., from Kansas City to Omaha, South Omaha, Nebr., Council Bluffs, Iowa and Nebraska City, Neb. Rate 6c.

Lime, Cement, Etc.

Section 169. Missouri Pacific Tariff 1313-E. I. C. C. A. 4013. Item 160. Lime, C. L., between Kansas City and St. Paul, Minn. Rate 19.5.

Section 301. St. L., S. F. tariff 350-F. I. C. C. 7224. Item 460. Cement, Plaster, etc., from Arkansas City and Caldwell, Kans., to Lower Missouri River crossings. Rate 16c.

Section 319. St. L., S. F. Tariff 350-F. I. C. C. 7224. Item 1002. Plaster, C. L., from Kansas City to Galloway, Mo. Rate 11c.

Liquors.

Section 64. C. B. & Q., Tariff 9500-B. I. C. C. 12055. Item 308. Liquors, C. L., between Kansas City, Mo., and Des Moines and Ottumwa, Iowa. Rate 31½c.

Section 118. C. R. I. & P., Tariff 29600-B. I. C. C. C. 10523. Items 1020, 1025. Liquors, C. L., from Lower Missouri River to Des Moines and Ottumwa, Ia. Rate 31.5.

Oil, Creosote.

Section 374. E. B. Boyd's W. T. L. I. L. I. C. C. A. 959. Item 2070. Creosote, Oil, C. L., from Kansas City Group to St. Paul Group. Rate 17c.

Ore.

Section 153. M. K. & T. Tariff 6064-B. I. C. C. A. 4564. Item 140. Zinc Ore, raw or roasted, Zinc Silicate, from Kansas City to Gas, Iola and LaHarpe, Kas. Rate 5c. Cancel Gas and LaHarpe, leave in Iola.

Paving Materials.

Section 34. C. B. & Q., Tariff 2173-H. I. C. C. 10700. Item 630. Paving Blocks, C. L., between Kansas City, Mo., and Omaha, Nebr. Rate 8c.

(Continued on Page 764.)

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Main 4560

Dreadnaught Tires

Bell
Grand 4560

United Tire and Supply Co. 1815 Grand Ave.

RITTERHOFF

CLARKE

STEVENS

TRAFFIC AND TRANSPORTATION.

(Continued from Page 763.)

Section 108. C., R. I. & P., Tariff 25000-C. I. C. C. C. 10168. Item 1740. Asphalt Rock. From Kansas City, Mo., to Wichita, Kas. Rate 15.5.

Section 283. St. L., S. F. Tariff 350-F. I. C. C. 7224. Item 260. Asphalt, etc., from Arkansas City, Kan., and other points to Centropolis, Mo., and other points. Rates various.

Section 285. St. L., S. F., Tariff 350-F. I. C. C. 7224. Item 265. Asphalt Rock, C. L., from Kansas City, Mo., to Wichita, Kas. Rate 15½c.

Railway Material.

Section 323. St. L., S. F., Tariff 350-F. I. C. C. 7224. Item 1045. Rails and Fastenings, C. L., from Kansas City to Neosho, Mo. Rate 94c.

Section 324. St. L., S. F., Tariff 350-F. I. C. C. 7224. Item 1085. Railway Material, C. L., between Missouri and Kansas points and Missouri River crossings. Rate Class E.

Salt.

Section 116. C., R. I. & P., Tariff 27768. I. C. C. C. 8971. Sup. 19 Salt, C. L., from Kansas City, Mo., to Iowa, Minnesota and South Dakota. Rates various.

Section 172. Missouri Pacific Tariff 1313-E. I. C. C. A. 4013. Item 250. Salt, C. L., between Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kansas, and St. Paul, Minn. Rates various.

Scrap Iron and Junk.

Section 312. St. L., S. F., Tariff 350-F. I. C. C. 7224. Items 755 and 760. Scrap Iron, C. L., between Missouri River Crossings and Pittsburg, Kans. Rate.

Section 314. St. L., S. F., Tariff 350-F. I. C. C. 7224. Item 765. Junk, C. L., from stations Purdy to Seligman, Mo., inclusive to Kansas City. Rate 15.5.

Section 315. St. L., S. F., Tariff 350-F. I. C. C. 7224. Item 770. Junk, C. L., from various Missouri Points to Kansas City. Rate 19c.

Section 322. St. L., S. F., Tariff 350-F. I. C. C. 7224. Item 1040. Rags, any quantity, from Kansas City and St. Joseph, Mo., to Carthage, Mo. Rate 31½c.

Stone, Etc., Sand, Gravel.

Section 48. C. B. & Q., Tariff 2173-H. I. C. C. 10760. Item 950. Undressed stone, C. L., between Kansas City, Mo., and St. Joseph, Mo. Rate 5½c.

Section 67. C., B. & Q., Tariff 9500-B. I. C. C. 12055. Item 338. Sand, C. L., from Kansas City, Mo., to Plattsburg, Mo. Rate 4.5c.

Section 69. C. B. & Q., Tariff 9500-B. I. C. C. 12055. Item 352. Stone (Crushed) C. L., from Breckenridge, Mo., to Kansas City, Mo., and Leavenworth, Kansas. Rate 5c.

Section 111. C., R. I. & P., Tariff 21370-E. I. C. C. C. 10248. Item 525. Sand, C. L., from Kansas City, Mo., to Plattsburg, Mo. Rate 4½c.

Section 114. C., R. I. & P., Tariff 25000-C. I. C. C. C. 10168. Item 3090-A. Sand, Gravel, Crushed Rock, C. L., from Kansas City to Holton and Topeka, Kan. Rate 90c per ton.

Section 167. Missouri Pacific Tariff 1221-F. I. C. C. A. 4204. Item 1055. Sand, C. L., from

Kansas City, Mo., to Versailles, Mo.

Section 327. St. L., S. F., Tariff 350-F. I. C. C. 7224. Item 1160. Stone, Crushed, etc., from Ash Grove, Mo., to Lower Missouri River Crossings. Rates various.

Section 328. St. L., S. F., Tariff 350-F. I. C. C. 7224. Item 1165. Crushed Stone, C. L., from Prince Johnson Limestone Co., to Avondale, Mo. Rate 4c.

Section 340. St. L., S. F., Tariff 404-E. I. C. C. 7201. Item 85. Sand, C. L., from Kansas City, Mo., to Mountain Grove, Mo. Rates various.

Section 341. St. L., S. F., Tariff 404-E. I. C. C. 7201. Item 120. Brick, C. L., from Edgecomb, Mo., to Kansas City Term. Rates various.

Section 342. St. L., S. F., Tariff 404-E. I. C. C. 7201. Item 150. Crushed Stone, C. L., from Dodson, Mo., to various. Rates various.

Water, Mineral.

Section 65. C., B. & Q., Tariff 9500-B. I. C. C. 12055. Item 312. Mineral Water, etc., C. L., from Kansas City to Des Moines and Ottumwa, Ia. Rate 22c.

Section 75. C., M. & St. P., Tariff 1666-I. I. C. C. B. 2304. Item 400. Mineral Water Cases, C. L., from Kansas City, Mo., to Excelsior Springs, Mo. Rate 7½c.

Section 232. Missouri Pacific Tariff 2279-E. I. C. C. A. 4093. Items 365, 370, 375. Water, Spring, C. L., and L. C. L., from Chippewa Falls, Wis., to Lower Missouri River points, etc. Rates various.

Omaha Committee.

Docket 425. Proposed to readjust rates on Live Stock, C. L., between points on U. P. main line Central City to Sidney, Neb., inclusive and territory North thereof on C. & N. and C. B. & Q., also branch line points U. P. R. R., Columbus to Spalding, Nebraska, and related territory and Missouri River points, in order to restore parity at common points; also relative adjustment of rates at cross country points existing prior to effective date of rates issued by C. B. & Q. in compliance with order of Interstate Commerce Commission in Docket 9758. (Oct. 31.)

(Continued on Page 765.)

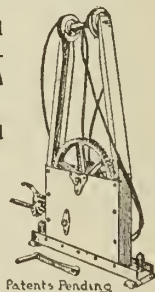
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KANSAS CITY, MO.



TRAFFIC AND TRANSPORTATION.

(Continued from Page 761.)

St. Louis Committee.

Docket 1436. Proposed to establish Lumber rates as minimum on Sash, Doors and Blinds, C. L. from St. Louis and defined territory to points in Arkansas, Oklahoma, Texas and Louisiana. (Nov. 5.)

Docket 1411. Proposed to increase rate on sand and gravel, C. L., from Pacific, Mo., to Kansas City from 7c to 9c per 100 lbs. (Nov. 5.)

RATES AUTHORIZED.

F. R. A. 14330. Authorizes following rates on Grain to Utah Common points: from Missouri River 51c, Mississippi River and St. Paul 55c., Chicago and Duluth 58c, Peoria 56½c per 100 lbs.

F. R. A. 14519. Authorizes on Furniture, C. L. from Wichita, Kans., to Omaha, Lincoln, South Omaha and Council Bluffs, Ia., rate 62½c to Kansas City, Atchison, Leavenworth and St. Joseph 50c per 100 lbs.

F. R. A. 14522. Authorizes on Dry Lime Sulphur, C. L., to Colorado Common points from Kansas City rate 50c, Mississippi River 70c, Peoria 72½c, Chicago 75c per 100 lbs.

F. R. A. 14670. Authorizes on Zinc Oxide, C. L., from Colorado Common points to Kansas City rate 44c, Mississippi River and St. Paul 52c Peoria 54½c, Chicago 56½c per 100 lbs.

F. R. A. 15001. Authorizes U. P. R. R. to cancel item 875½ its circular 100-A covering multiple loading of cars.

F. R. A. 15028. Authorizes cancellation item 974 S. W. L. Classification Exceptions I-II

which provides for class "A" rating on Electrical appliances, machinery and supplies. Standard Western Classification ratings to apply.

F. R. A. 15264. Authorizes the following rates on Live Stock from Stations on the Buffalo Northwestern R. R. to Kansas City.

From	Horses & Mules	Cattle	Hogs S. D.	Sheep S. D.
Brace,	\$71.00	30½c	40c	43½c
Fair Valley	77.50	32½	42½	46
Freedom,	77.50	32½	42½	46
Edith,	77.50	32½	42½	46
Salt Springs	80.00	35	45	49
Sellman,	86.00	35	45	49
Bellevue,	91.00	35	45	49
Buffalo	94.00	35	45	49

F. R. A. 14824. Authorizes import rate 90c per 100 lbs., or vegetable oils, C. L., in packages or tank cars from Pacific Coast ports to eastern points.

F. R. A. 14840. Authorizes following rates on Oats, C. L., from Peoria, Illinois, to Texas Group 1, 37½c; Group 2, 40c, Group 3, 43½c per 100 lbs.

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NOV 7 - 1919

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 44

KANSAS CITY, TUESDAY, NOVEMBER 4, 1919

EVERY MEMBER

should note the

Annual Dinner

Friday Evening, Nov. 7,

at which opportunity will be
given to meet the disting-
uished guests from

Belgium, Britain, France, Italy

who came to this country
to attend the

International Trade Conference

held at Atlantic City in October.
These missions are now visiting thirteen
of the principal industrial centers
and will spend Friday and Saturday
in Kansas City.

Reservations should be made at once
for the dinner.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN.

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

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Annual Dinner Friday, November 7.

The First Commercial Treaty which this country made with Great Britain, was negotiated by John Jay, who was sent abroad by President George Washington for this purpose. The centennial anniversary of this important event, was celebrated by the Chamber of Commerce in November, 1894, and ever since that year, with the exception of 1918, the Chamber of Commerce has given a dinner in celebration of what is known as the John Jay Treaty.

The dinner has usually occurred on the date which commemorates this important epoch in our history and this is in November of each year. This year the dinner is to be given on Friday evening, November 7th, at the Hotel Muehlebach. Invitations

having been sent, of course, to all the members of the Chamber of Commerce, the President of the United States and members of his Cabinet, the Senators and Congressmen of the states of Missouri, Kansas and Oklahoma, to the Governors of the states included in our Federal Reserve Bank District, Federal Judges, Mayor of the City, General John J. Pershing, Major General Leonard D. Wood, and other distinguished men. The foreign delegates who are to visit Kansas City are to be guests of honor at this dinner. They represent the countries of Great Britain, France, Belgium and Italy.

Mr. W. S. McLucas, president of the Chamber of Commerce will preside.

The other speakers will be chosen from the delegates of the countries represented, probably one from each country.

The detailed arrangements are under the direction of the Active Reception Committee, of which Mr. W. A. Osgood is chairman. This committee has held several meetings, and the committee has been subdivided so that every detail in connection with the dinner will be attended to in as perfect a manner as possible. A very large attendance is expected and in order to accommodate all those who ask for reservations, arrangements have been made with the Muehlebach so that the entire Mezzanine Floor may be used for the occasion.

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International Trade Conference Tour

ON FRIDAY and Saturday of this week, November 7 and 8, the Chamber of Commerce will be host to the delegates from England, France, Belgium and Italy, who attended the International Trade Conference in Atlantic City the week of October 20.

This is probably the most distinguished party that has ever visited Kansas City, being made up as it is of some of the biggest men in their respective lines in these four countries.

They have come to America at the invitation of the Chamber of Commerce of the United States under whose auspices the tour of thirteen cities is being made for the purpose of discussing with the biggest business men in this country, reconstruction problems following the war.

Their purpose in visiting the thirteen largest cities in the country is to meet with the business men of those cities who were not able to be present at the Atlantic City conference and to tell them personally the situation at home, as well as to study industrial conditions in this country.

One of the main reasons for their visit to Kansas City is to visit the stock yards and the packing houses in which they are particularly interested.

They are also very much interested in oil, and Kansas City being a large oil center, is another reason for their coming here, Kansas City being the only city west of the Mississippi River to be visited.

The personnel of the party was published in last week's issue of The Kansas Citian and General Secretary Guild, who was in attendance at the Atlantic City conference has been assured that the delegations will come through to Kansas City intact.

The program for their visit in Kansas City has been in the hands of five special committees operating under the direction of General Chairman W. S. McLucas with Messrs. C. W. Lonsdale, Chairman Program Committee, C. C. Peters, Chairman Belgian Committee, John Fennelly, Chairman English Committee, Solomon Stoddard, Chairman, French Committee and N. N. Dalton, Chairman, Italian Committee.

The program arranged includes, in addition to several hours set aside for conferences, a number of trips to industrial plants, including the stock yards and packing houses.

The final details for the visits to industrial plants were completed at a meeting of the General Committee yesterday afternoon.

Except for those details, the program is arranged as follows:

Friday—November 7.

7:00 a. m.—Arrive Wabash Special from St. Louis; Reception at Union Station.

7:30 a. m.—Breakfast dining room of the Fred Harvey System at the Union Station.

8:30 a. m.—Automobiles to Hotels for conference with different groups—Belgium, England, France, Italy.

10:00 a. m.—Visit to Stock Yards and Packing Houses for various groups for Luncheon.

2:00 p. m.—Inspection of Manufacturing Plants, Flour Mills and Grain Elevators.

6:30 p. m.—Dinner in Ballroom, Muehlebach Hotel.

Saturday—November 8.

Early Forenoon—Informal Conferences of Trade or National Groups or Visits to Industrial Plants or Both.

1:00 p. m.—Luncheon in Francis I Room, Hotel Baltimore.

2:30 p. m.—Automobile Ride through the Industrial, Commercial and Residential Sections and over Kansas City's Boulevards.

6:00 p. m.—Leave over Santa Fe for Chicago.

The General Committee is anxious that an opportunity may be given to all members of the Chamber to confer with one or more of these four delegations on any matter of business which they may want to discuss with them.

In order to make this possible, the Committee asks that any member who desires such a conference, communicate with the Chamber of Commerce office at once and arrangements will be made for such a conference.

The luncheon Saturday noon in the Francis I Room at the Baltimore Hotel will be a regular Chamber of Commerce luncheon and all members of the Chamber are invited to attend.

The dinner at six-thirty o'clock Friday evening at the Muehlebach Hotel, at which these delegates will be the guests of the Chamber, has been combined with the John Jay dinner, announcement of which has already been sent to all members and which is also mentioned elsewhere in this paper.

*Christmas Advertising in the Kansas Citian
will bring results*

CIVIC AFFAIRS.

The trend of local thought in civic affairs was evidenced in three distinct ways recently. The first was within the membership of the Chamber of Commerce when, as announced in *The Kansas Citian* two weeks ago, more members volunteered for committee service in the Civic Department for the coming year than in any other.

The second appeared in the editorial columns of the *Kansas City "Star"* as a platform of fifteen items on *Kansas City's* program for the future if it is to be continued along its present line of splendid progress. It is impossible in this limited space to give the *Star's* suggestion in full, but the point of this article is that of fifteen items enumerated fourteen were strictly civic in their nature. Here is a brief summary of the list: Widening of Streets, Satisfactory Street Car Transportation, New Public Buildings, Keeping Streets In Good Repair, Keeping Sidewalks Clean, Restrictions on Bill Boards, Elimination of Over-hanging Signs, Promiscuous Placarding, Improvement of General Hospital, Improvement of Public Health Service, Extension of Recreational Facilities, Development of Penn Valley Park, City Planning Commission, Modern City Charter.

The fifteenth and the one exception to the civic list is the proposed strengthening of *Kansas City's* position by obtaining more favorable freight rates through development and use of the Missouri River.

The third evidence was given in the inauguration speech of President Robert E. Parsons of the Rotary Club at their meeting last Thursday. He specified greater interest in civic affairs as the first plank of his platform for the year, and later on in introducing his new Public Affairs Committee, he specifically addressed himself to General Secretary J. M. Guild, who is a Rotarian, charging him to be the connecting link between the Rotary Club and the Chamber of Commerce in these matters which he declared should be actively supported by every Rotarian.

Civic activities call for organized and intelligent effort which the Chamber of Commerce is already giving and is planning to give in increasing volume in the new fiscal year.

AERIAL DERBY PROPOSED.

Plans for a big aerial derby, around the world, with fliers from all countries competing for prizes which may amount to a million dollars, were outlined by representatives of the Aero Club of America and the Aerial League of America to members of a special committee of the Chamber and representatives of the *Kansas City Aero Club*, at a meeting held Saturday evening, October 19.

The meeting was held in the private offices of the Fred Harvey System in the Union Station in as much as the plans of the Commission, headed by Commodore Louis D. Beaumont, President of the Commission, called for their being in *Kansas City* for only two hours. The commission arrived from Omaha at 8:45 and included, in addition to Commodore Beaumont, Maj. Charles J. Glidden of Glidden Tour fame, executive secretary; and Benjamin Hillman, all members of the Commission, together with Alan R. Hawley, president of the Aero Club of America; Henry Woodhouse, vice president of the Aerial League of America; Sidney B. Veit, honorary secretary, foreign service committee, Aero Club of America, living in France; Harmon S. August, Aero Club of America; Lieut. Col. S. Herbert Mapes, deputy chief, Aerial Police Force of New York City, and Mark Ovenden, special trans-continental representative of the commission.

Mr. Conrad Mann, Chairman of the Chamber's special committee presided and the members of the commission outlined the plans for the derby which provide that airplanes, dirigible balloons, steamers, railroads and motor cars can all be utilized for parts of the trip, rules and regulations for which will be drawn up shortly by the Aero Club of America.

The commission is on its way around the world, gathering data from various cities and securing their co-operation. It is planned to hold the derby some time in 1920. Already about sixty entries have been received.

The commission, before leaving, expressed the hope that *Kansas City* might have an entry in the derby when final plans are completed, a suitable landing field properly laid out, as well as possibly to participate in furnishing the prizes.

No Wednesday noon Luncheon this week on account of Liberty Memorial Drive. See back page for announcement of annual dinner and Saturday noon luncheon.

Important Program Approved by Safety Council

A COMPREHENSIVE program of industrial and public safety to be carried out during the coming year in greater Kansas City was approved at a meeting Tuesday night of the Executive Committee, Kansas City Division, National Safety Council; the Chamber of Commerce being represented on this committee by Mr. B. S. Kennedy and Mr. Frank Furgason; Chamber of Commerce of Kansas City, Kansas, was represented by Mr. W. Lee Vaughan; the work of the safety council in both Kansas Citys being conducted in co-operation with the Chambers of Commerce of the two cities.

The industrial program approved will be most thorough from the standpoint of schools of instruction, general educational work, motion picture service to industrial plants and personal service to plants by the director of the council.

Probably the most important of the industrial activities will be two schools both opening the latter part of November. The school for Safety Supervisors which will be attended by superintendents, assistant superintendents, safety supervisors, general foremen, and men selected by industrial concerns as prospective heads of safety work in those plants will open November 20th. The first speaker will be Mr. Philip Stremmel, General Superintendent of the National Enameling and Stamping Co., Granite City, Illinois, one of the most enthusiastic safety experts in the country. His subject will be, "Safety and the Manager."

The Supervisor's school will be conducted weekly with a course of 15 lectures and lessons; and students who have attended 75 per cent of the meetings and have qualified, will receive a handsome diploma issued by the Local Safety Council. Subjects to be covered are: Safety and the Manager; the design and construction of safeguards; plant conditions, arrangement, order, lighting; reaching the foreman, what he can do for safety; bulletin boards, how to make them attractive; workmen's inspection committees; eye protection and safe clothing; first aid; the new employee; accident statistics and how to compile them; qualifications of a safety engineer, his duties and opportunities; general review and examination, graduation.

Among the lecturers who will be brought here for these meetings are such men as Robert J. Young, Safety Engineer, Illinois Steel Co., Chicago; Duncan C. Smith, Safety Engineer, Aluminium Ore Co., East St. Louis, Illinois; Samuel Reed, of the Bureau of Safety, Chicago; A. H. Young, Manager

Industrial Relations, International Harvester Co.; Frederick S. Crum, Statistician of the Prudential Life Insurance Co.; and John A. Oartel, Safety Engineer of Carnegie Steel Co., Pittsburgh, Pa.

The school for Foreman will be attended by safety engineers, superintendents, assistant superintendents, foremen and selected workmen, including a course of 10 lessons, the meetings to be three weeks apart starting November 21. Experts on safety will be brought from all parts of the United States to lecture at this school which will graduate the students who qualify at the close of the course.

Subjects to be covered are: The foreman's place in accident prevention; design and construction of safeguards; plant conditions, arrangement, order, lighting, sanitation; educating the workman, including bulletin boards and instruction of new employees; workmen's inspection committees; eye protection and safe clothing; electrical hazards; first aid; general review pointing out opportunities of a foreman; graduation.

Another program of unusual interest to officials, managers and safety engineers of greater Kansas City's industries will be the series of managers' noon day luncheons, the first of which will be November 20th. These meetings will be about one month apart. The speaker at each meeting will be a man with a message, and the subjects to be covered will be, Safety as an antidote for labor unrest. Safety, a paying investment as well as a community asset; Employee representation as a means of bringing the employer and employee together; Conservation of our manpower; Labor turnover in industries, its causes and methods for its prevention. Similar managers' meetings held in St. Louis during the past year have brought out an attendance from 500 to 1,000 and have been declared the most successful industrial meetings held in St. Louis.

The Safety Council hopes to have all industrial concerns of greater Kansas City turn out representatives for these noonday luncheons, as the speakers are being brought from distant points and are all busy men who are giving up their time in the interest of the safety and industrial relations movement.

The Public Safety program of the Council for the coming year will be under the direction of the Public Safety Committee of about 50 members. This committee will be divided into subcommittees such as, Automobile Legislation and Traffic; Police; Law

(Continued on Page 774.)

MEMBERS WANT AUTOMATIC PHONES.

The vote of the membership of the Chamber on automatic telephones was very strongly in favor of having the automatic system put in use in Kansas City.

When the ballots were counted Friday evening, it was found there were a total of 871 votes cast. Of these 799 voted "yes," and 47 voted "no." The remaining number 25 were not counted because of failure to sign name or not indicating preference.

While the total vote is not very large in proportion to total membership of the Chamber, yet it is one of the largest votes ever cast in a Chamber referendum.

As a result of this vote the Chamber of Commerce will now recommend to the City Administration and to the Kansas City Telephone Company that service be made automatic as rapidly as possible. It is expected that this will take some time, but when it is accomplished it will bring about a great improvement in the telephone service.

NATIONAL SWINE SHOW.

The possibility of bringing the National Swine Show to Kansas City is again occupying the attention of The Chamber of Commerce.

The National Swine Growers' Association has just held its annual show at Des Moines, Iowa, and it is reported that the show was well attended and of a highly creditable character. The National Swine Show is the foremost show of its kind in this country and Kansas City appears to be a most advantageous location to those who have been giving the matter consideration.

The entire proposition has been referred to the Board of Directors upon recommendation of the Conventions Committee for whatever action the Board may see fit to take.

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The Fidelity Plan

For Creation or Enlarging
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Will Interest You.

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INCREASED PRODUCTION.

The United States Council of Defense has made a careful investigation of the high cost of living problems and finds:

The council believes that the remedies for the situation are:

That the nation's productive powers have not been fully utilized since the armistice.

That too few goods, notably the necessities of life, have been produced and even some of these goods have been withheld from the market and therefore from the people.

That the high cost of living is due in part to unavoidable war waste and increase of money and credit.

That there has been and is considerable profiteering, intentionally and unintentionally.

To produce more goods, and to produce them in proportion to the needs of the people.

To stamp out profiteering and stop unnecessary hoarding.

To enforce vigorously present laws and promptly to enact such further laws as are necessary to prevent and punish profiteering and needless hoarding.

To bring about better cooperation and method in distributing and marketing goods.

To keep both producer and consumer fully informed as to what goods are needed and as to what supplies are available, so that production may anticipate the country's demands.

The Council declares that goods and not money are the means of life; that better standards of living are impossible without producing more goods; that man cannot consume what has not been produced, and that team-work is imperative; that on American business rests a grave responsibility for efficient co-operation in bringing about full and proportionate production, and that the responsibility rests equally on American labor to attain maximum unit production and maintain uninterrupted distribution of goods if labor is not to suffer from further rises in the cost of living.

INDUSTRIAL OPPORTUNITIES.

From Vito Domenico Accettura, Bari, Italy, comes a circular letter advising that they are exporters of broken almonds, mustard seeds, olive oil, figs, hazel nuts, white kidney beans, etc., and are desirous of communicating with anyone in Kansas City interested in the purchase of such articles.

**CONVENTION COMMITTEE BEGINS WORK.**

Judging from the manner in which the Convention Committee took up old and new business at its meeting last Wednesday, it would appear that this Committee will not only be one of the busiest committees in the Chamber, but will accomplish many good things in its year of service.

The members of the Committee unanimously elected Mr. Alonzo B. Clark chairman, and Mr. Irving Smith vice-chairman. A file containing many important convention propositions was discussed by the Committee and each of these propositions is being investigated further for the purpose of reporting back to the Conventions Committee at its next meeting to be held within the coming week.

WE WILL PAY YOU \$50.00 A WEEK

during any period you are kept away from
business, either from accident or illness,

and from \$5,000 to \$12,000 in case of Accidental Death

The Business Men's Accident Association

W. T. GRANT, Secretary

Gumble Building

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Increased Production

Resolutions Adopted by International Farm Congress In Convention at Kansas City, October, 1919

1. We point with pride to the record made by the farmers in the matter of increased production of foodstuffs, without which the war could not have been won. In the period of reconstruction, when the need for an abundance of food is still so vital, we pledge ourselves to continue to produce in such measure as may be required to meet any emergency that may arise.

2. While renewing to the hosts of labor our expressions of friendship and good will, we view with apprehension and disfavor the turbulent conditions existing, particularly in the ranks of organized labor. At this time, with Europe aflame, and the danger of widespread trouble in America threatening, we call upon all loyal working men to join with the loyal farmers in exerting a steadying influence, nationally and internationally. We protest against the policy of organized labor in demanding of the farmers more production, while demanding of its own members less production. We contend that production in factories is second in importance only to that on the farms, and hold that the obligation of labor to society is not less than that of the farmer.

3. We deplore the calling of strikes in times like these for any other reason than a grave emergency.

4. We strongly oppose the unionization of policemen or of any other officials in

public employ. We demand that no soldier, marine, or peace officer undertake any oath or obligation to any cause or organization other than that to all people he serves.

5. We view with disfavor and alarm the growing tendency toward idleness among all classes of people. We believe that able bodied men should work for a reasonable number of hours each week at some constructive or useful occupation.

6. We voice our most vigorous protest against the wide spread in prices between producer and consumer, and insist upon such legislative action as will, through the proper control of manufacturing, selling and speculative operation, reduce such spread to a minimum.

7. We condemn in unmeasured terms those who, ignoring the distress their actions cause, and unmindful of the danger signals that are only too apparent, continue to exact unfair profits in dealing in the necessities of life. We demand the enactment of such legislation—and its enforcement—as will tend to discourage all profiteering.

8. We do not favor the further Government operation of railroads. We urge that the roads be returned to their owners, to be privately operated, under such supervision and regulation as will insure the greatest efficiency, together with the lowest cost consistent therewith.

SAFETY PROGRAM.

(Continued from Page 770.)

Enforcement; Schools and Colleges; Publicity and Bulletins; Statistics; Speakers; Women; Churches; Fire Prevention; Health and Sanitation and Boy Scouts.

The Public Safety program in the schools will include safety talks, weekly news letters, slogans, essay contests, formation of safety clubs among the children, and the introduction of safety as a part of the daily studies. Talks will be made on safety before the various civic organizations, bible classes, Sunday schools, churches and other bodies.

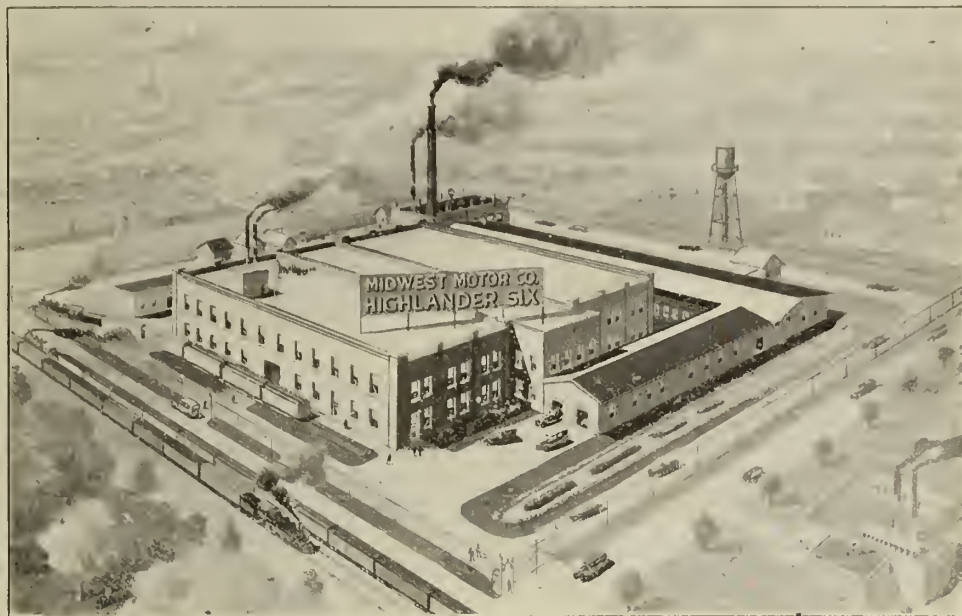
The safety movement will be given wide publicity through newspapers, house organs, trade journals, bulletins posted at service stations, in garages, at street car intersections, and in the schools and homes.

Motion picture service will include short

films to be shown in the various motion picture houses of greater Kansas City, and an effort will be made to keep the safety idea constantly before picture theatre audiences through these minute films. Longer films devoted to accident hazards and general safety education will be shown by the director in industrial plants and before civic and commercial bodies during the year.

The Public Safety Committee at a meeting three weeks ago appointed Mr. Henry D. Faxon as temporary chairman. They will have their second meeting November 4th, at which time a permanent chairman, three vice chairmen, and secretary will be chosen, and the program for the year in public safety will be adopted. It is the plan to have the monthly meetings of the Public Safety Committee, dinner meetings in the evening, and wives and families of members of the committees invited to attend.

Visiting Kansas City's Industries



Midwest Motor Company

The above cut shows the plant of the Midwest Motor Company located at Independence Road and Blue River, which is said to cover approximately 3 acres of ground, the factory containing 45,000 square feet of floor space, being two stories high and of brick construction.

This firm manufactures six-cylinder automobiles with two chassis comprising five body changes: Two-Passenger, Five-Passenger, Seven-Passenger, Four-Passenger Coupe, Seven-Passenger Limousine, known as the Highlander Six. With the exception of the upholstery, tops, painting, and some sheet metal work which is done in their own plant, it is an assembled car.

Distributors' contracts cover the states of Iowa, Nebraska, Kansas, Oklahoma, Texas, Colorado and Missouri. Officers of the company advise that they employ 40 people.

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MEMBERS ARE INVITED TO SPOKANE, WASHINGTON.

The Spokane Chamber of Commerce invites any member of The Chamber of Commerce of Kansas City, when traveling on the northern route, to stop off at Spokane, meet their people and give them the benefit of their advice and experience.

Quoting from a letter just received from the Spokane Chamber of Commerce:

"At this critical time in the city's development when many questions such as city planning, memorial building, reconstruction and social unrest are of paramount importance, we are eager to hear any persons qualified to speak on any phase of these problems. We have formed various organizations which are in a position to arrange meetings and we should like to issue through you an invitation to any one from your section of the country, who will pass through Spokane and who can give us the help of the kind we need, to stop off one or two days, notifying us far enough in advance in order that we may make the necessary arrangements here for him to meet the organization interested."

Any one intending to travel through Spokane will find a hearty welcome if they should stop off and introduce themselves to the Spokane Chamber of Commerce.

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Strengthen Your Organization Efficient Employees Available

REDFIELD REFERENCE BUREAU

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S. J. REDFIELD

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A Valuable Service at Your Command.

GARY TRUCKS

1 TO 5 TONS

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COOPER MOTOR CO.

1616-1618 Grand Avenue

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COOK PAINT & VARNISH CO.

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Industrial Department

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Size 24"x45"

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East and West - - 17 Miles

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MAP SHOWS

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Kansas City, Kans.

Independence, Mo.

Rosedale, Kans.

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And All Industries Having Track Connections

Indexed and showing railroad connection.

Freight Stations

Team Tracks

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Railroads

Passenger Stations

Street car lines.

Printed on good bond paper, with cover - - - each \$1.00
 Printed on linen - - - - - each 1.75
 Printed on linen, wooden strips, top and bottom - - each 2.10

As the number of copies to be printed will depend upon the advance orders, those desiring copies should place their orders promptly, specifying whether bond or linen copies are desired. Send orders to Industrial Commissioner, The Chamber of Commerce of Kansas City, Kansas City, Missouri.

Use Order Form Below.

Chamber of Commerce of Kansas City,
 Kansas City, Missouri.

Kindly enter order for copies of your new Industrial and Railroad Map of Greater Kansas City to be printed on

(Specify whether bond paper or linen and whether mounted for wall use is desired.)

NAME.....

BY.....

ADDRESS.....

Conde Mosley Used Car Specialist Home Bell **3315** Main Grand
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Traffic and Transportation

KANSAS CITY'S POOR SHOWING.

A bulletin issued by the Western Weighing and Inspection Bureau shows the number of packages, all commodities, tendered to the carriers in defective containers, which on direction of inspectors of the Western Weighing and Inspection Bureau were refused and turned back to the shippers, or were re-coopered and repaired before being accepted, during the month of September, last.

Kansas City in this bulletin has the unenviable position of standing last and showing the greatest number of defective containers proffered by shippers to the carriers.

The city of Chicago is Kansas City's closest competitor. Quoting from this bulletin the number of packages, other than food products tendered the carriers in defective containers, and which were refused, for the month of September, at Kansas City total 2893 against 2899 at Chicago.

The number of packages refused for improper marks at Kansas City were 3930 against but 2275 at Chicago. The total packages refused at Kansas City were 7591 against 5328 at Chicago. The total at St. Louis was 4274, at Minneapolis 2102, at Denver 1790.

The total number of packages refused and repaired at Kansas City totaled 10577 against 6698 at Chicago.

There must be some reason for Kansas City's poor showing, and shippers are urged to investigate and find the cause and do everything possible to effect correction, as it delays and holds up shipments, to say nothing of added expense, to have packages turned back to shippers.

MERCHANDISE CAR CONSERVATION.

Regional Director Bush, in his Circular No. 256, says:

"Statistics show that practically one-half of all the box cars of the entire country are continuously used in handling L. C. L. traffic; therefore, it is of the greatest importance that all concerned put forth every effort to assist in increasing the supply of cars for use in handling carload traffic, by increasing the number of through merchandise cars, since such cars—

1. Can carry a heavier load per trip that it is possible in the case of peddlers.

2. Will escape the delays in transit which are now so general, due to transferring the lading so many times en route.

"A vigorous campaign to carry out the above program will—

- (a) Reduce loss and damage claims in addition to reducing the total number of cars necessary in the merchandise trade.

- (b) Conserve labor, track room and platform space.

- (c) Provide more regular and reliable service.

- (d) Relieve congestion at transfer and destination stations.

- (e) Minimize the necessity for embargoes.

The plan to increase the supply of cars for use in handling carload traffic by increasing the number of through merchandise cars, as advocated by Mr. Bush in his circular is a sound, economic proposition.

The through merchandise service from the East was demoralized during the war on account of the carriers, or the Railroad Administration, discontinuing the running of such cars, forcing the transferring of merchandise at transfer points, with resultant delay and congestion of facilities at transfer points. Though some of the through cars have been re-established, the service from the East is not on a par with the service prior to the war.

RAILROAD BILL.

The Railroad Bill has been reported by the Senate Committee, for consideration by the Senate.

It is entitled "A Bill To Further Regulate Commerce Among the States and with Foreign Nations," and to amend an Act, entitled "An Act to Regulate Commerce," approving February 4, 1887.

This will bring remedial railroad legislation immediately before Congress for action.

LOSS AND DAMAGE ARISING FROM INTENSIVE LOADING.

If any members have any loss and damage claims arising out of intensive loading, which the carriers have not settled, or which are disputed, they are asked to give the Traffic Department full reference and history of such claims, so that they may be brought before a special committee of The National Industrial Traffic League, which has been appointed to make a general investigation of the subject.

ANNUAL MEETING OF LEAGUE.

The Annual Meeting of The National Industrial Traffic League will be held at Hotel Sher-

(Continued on Page 779.)

No Better Cigars made than
O'Donnell's 15c and
2 for 25c Cigars

BOX TRADE A SPECIALTY

B.P. 1258M. O'Donnell Cigar Co. H.P. 4360M.



THE SHERWIN-WILLIAMS CO.

SOUTHWESTERN DISTRICT.
SALES OFFICES.

KANSAS CITY OMAHA DENVER WICHITA OKLAHOMA CITY TULSA

Try Our Service



TRAFFIC AND TRANSPORTATION.

(Continued from Page 778.)

man, Chicago, November 12-14.

A number of Kansas City firms are represented by membership in the League, and it is urged that all Kansas City members attend the forthcoming session, which will be very interesting, coming as it does at a time when federal control of the carriers is about to be ended, and the vital subject of remedial railroad legislation is before the country.

CARTRIDGE SHELL RATES.

The Railroad Administration has declined application, in its present form, to cancel commodity rates on cartridge shells, carload, in this territory.

This proposition came up some time ago and a protest against the cancellation was filed by the Department. This is a matter of especial interest to wholesale hardware interests.

GRAIN SCREENINGS RATE.

There is a rate of 14c on grain screening, carload, Minneapolis to Kansas City in Missouri Pacific tariff 1313-E. This is lower than rates published by other roads.

The Missouri Pacific sought, effective October 20, to increase this rate but the supplement carrying the advance was rejected, for the reason that it was without proper freight rate authority.

TEMPORARY RIVER SERVICE,
PITTSBURGH TO ST. LOUIS.

The Dravo Contracting Company of Pittsburgh, advise that they will soon move a fleet of barges from Pittsburgh to St. Louis. The barges will move at different dates in the future, and may be used for the transportation of freight from Pittsburgh to St. Louis by any shippers who may wish to avail themselves of using water transportation between these points. The rates will be 80% of the regular rail rates applying on the particular commodities. Loading can be taken care of at the plant of the Dravo Contracting Company. Insurance will probably have to be carried by the shippers.

Two barges are ready to sail at the present time, and shippers who may have freight which they wish to move in this manner may correspond direct with the Dravo Contracting Company.

MATTERS BEFORE DISTRICT COMMITTEES

Omaha Committee.

Docket 436. Emergency—Proposes to establish commodity rate 12½c per 100 lbs. on canned milk, C. L. from Omaha to Kansas City and other lower Missouri river points.

St. Louis Committee.

Docket 1451. Proposed to cancel rates indicated below it being claimed by the carriers that there has been no movement thereunder for the past year and no prospect of future

movement; should a movement develop within one year rates will be restored upon one days notice if application for restoration is made during Federal Control. (Nov. 5.)

St. L., S. F. Tariff 3405, I. C. C. 7158.

Item 330 Wood alcohol, Sligo, Mo., to Kansas City, 27½c C. L. 44c, L. C. L.

Item 710 Buttermilk, C. L., from Kansas City to Clinton and Springfield, Mo., 15½c.

Item 770. Cement and plaster, C. L., from Kansas City to Galloway, Mo., 11½c.

Item 820. Charcoal, C. L., from Boaz, Mo., to Kansas City, 19c.

Item 1205. Limestone Fertilizer, C. L., from Sheffield, Mo., to Missouri points various rates.

Item 1295. Handles, wooden, C. L., from Chadwick, Mo., to Kansas City, 37½c.

Item 1315. Hoofs and horns, C. L., between Kansas City and points in Missouri, 19c.

Item 2030. Rails and track fastenings, C. L. from Kansas City to Ash Grove, Mo., 94c per net ton.

Item 2145. Sand, C. L., from Kansas City to Missouri points, various rates.

Item 2275. Gravel, C. L., from Turner, Kas., to Kansas City 6c.

Item 2395. Sawdust, C. L., from Kansas City to Deepwater, Mo., 6½c.

Item 2400. Sawdust, C. L., from Kansas City to Joplin and Carl Junction, Mo., 6½c.

Item 2405. Sawdust, C. L., Birch Tree, Mo., to Kansas City 15c.

Item 2415. Scales, C. L., Harrisonville, Mo., to Kansas City 7½c.

Item 2715. Wagons, Farm, C. L., from Joplin and Neosho, Mo., to Kansas City, 19c.

Item 2720. Wagon and plow material from Kansas City to Neosho, Mo., 21c minimum 20,000 lbs., 19c minimum 24,000 lbs.

Item 815. Charcoal, C. L., Pomona, Mo., to Kansas City 14c.

Item 975. Clay, Ground or limestone, C. L., Cape Girardeau, Mo., to Kansas City, 21½c.

Item 1293. Handles, Broom and Mop, C. L., from Malden and Poplar Bluff, Mo., to Kansas City, 40c.

Item 1200. Handles, Wooden, Wagon and

(Continued on Page 780.)

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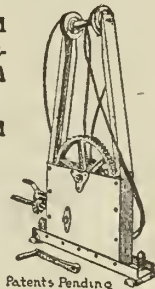
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TRAFFIC AND TRANSPORTATION.

(Continued from Page 779.)

Buggy Single Trees, L. C. L., from Campbell, Mo., to Kansas City, 50c.

Items 1330 and 1340. Ice, C. L., from Kansas City to Missouri points, various rates.

Item 2545. Stone, C. L., from Cassville, Mo., to Kansas City, 11½c.

Item 2750. Whiting, C. L., from Cape Girardeau, Mo., to Kansas City 21½c.

Items 2920, 2925, 2530. Bags, bagging, etc., C. L., 2935 beer packages, empty, C. L. 2940 bleaching salts, C. L., 2945 Bottles, Glass, Empty, Second hand; 2950 and 2955 canned goods C. L.; 2960 Furniture, C. L., 2965, safes kitchen, C. L.; 2970 Tables, C. L.; 2975 Glucose, Molasses, etc., C. L., 2985, hides, C. L.; 2995, Linoleum and oil cloth, C. L.; 3000 mineral waters packages, empty returned, C. L.; 3005, pickles, catsup, etc. C. L.; 3010 potatoes and fresh vegetables, C. L.; 3015, Glucose, syrup, etc., C. L.; 3020, building and roofing paper, C. L.; 3025 stoves and stove furniture, C. L.; 3030 soda, C. L.; 3035, vinegar, C. L.; 3040 wagon material, C. L.; and 3045, woodenware, C. L.; naming various rates on commodities enumerated between Kansas City and stations on St. L., S. F. R. R. Springfield, to Provision, Mo., inclusive.

Chicago Committee.

Docket 834. Proposed to amend all tariffs in Western territory to provide for furniture rates on furniture parts. (Nov. 4.)

Denver Committee.

Docket A-353. Proposed to revise rates on alfalfa meal, C. L., from points on C. & S., Great Western, A., T. & S. F., and Missouri Pacific R. Rs. in Colorado and Wyoming to points in Texas based upon 125% of rates in effect June 24, 1918, without regard to rates on wheat and other grain and grain products. (Nov. 3.)

Dallas Committee.

Docket 1264. Proposed to establish rate 48c per 100 lbs. on hogs, C. L. from Kansas City, St. Joseph, Atchison and Leavenworth to Dallas, Tex., in lieu of present rate 81½c in order to place Dallas on same basis as Ft. Worth. (Nov. 11.)

RATES AUTHORIZED.

F. R. A. 14842.—Authorizes commodity rate 22½c per 100 lbs. on boxes and cartons, K. D. plain or corrugated manufactured from wood pulpboard, strawboard and chipboard, C. L., from Kansas City and other lower Missouri river points to Omaha, South Omaha, Lincoln, Neb., and Council Bluffs, Ia.

F. R. A. 14999. Authorizes commodity rate of

50c per 100 lbs. on pottery, stoneware, C. L., from Texas common points to Kansas City and St. Louis territories

F. R. A. 15040. Authorizes agent Boyd to amend item 195 his circular I-N to provide that Hollow Building Tile may be mixed with brick (except bath and enameled) clay conduits or Fire Clay at class "E" rates subject to minimum weight 40,000.

F. R. A. 15046. Authorizes charge of \$5.00 per car to cover cost of labor and material for slatting cars loaded with watermelons from Texas to interstate points.

F. R. A. 15053. Authorizes cancellation of transit privileges on grain, grain products, seeds, hay and straw at points in Illinois, St. Louis, Mo., and points in southeastern Missouri on traffic from Missouri river and west thereof destined to points in Texas; also authorizes cancellation of rates on above commodities from and to the same points via transit points mentioned above.

F. R. A. 15068. Authorizes E. B. Boyd to amend item 2125 W. T. L., tariff 1-L, applying from St. Louis, Chicago, etc., to Kansas City and other Missouri river points by substituting the following description! "Brass Ashes, Brass skimmings, Brass Buffings, Brass Sweepings, Brass Washings, Brass Emery Wheel Grindings."

F. R. A. 15218. Authorizes E. B. Boyd to amend his circular 1-L, item 375 tariff 111-A, and item 320 tariff 120 by cancelling provision authorizing stopping in transit of furniture to complete loading at other than directly intermediate points.

F. R. A. 15219. Authorizes following rates on hay and straw, C. L., between Kansas City, St. Joseph and Leavenworth and U. P. R. R. stations Monument to Winona, Kan., 22½c; Lisbon and McAllister, Kans., 24c; Turkey Creek, Kas., 24½c; Wallace to Wesken, Kas., 25½c; Chemung to Cedar Point, Colo., 29½c; Buick and Agate, Colo., 30½c; Lowland and Deer Trail, 32c; Peoria and Byers, Colo., 33c.; and Strasburg and Bennett, Colo., 34c per 100 lbs.

F. R. A. 15226. Authorizes on paper bags straight carloads or in mixed carloads with

(Continued from Page 781.)

Bell Main 681

Home Main 9130

EDW. W. SIMON CO.

Direct Distributors

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CARBON PAPERS—INKED RIBBONS

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Buy Your Steam Coal
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Made in Kansas City

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DENTON ELECTRICAL SERVICE

A Shop Equipped to Furnish Anything Electrical

TRAFFIC AND TRANSPORTATION.

(Continued from Page 780.)

wrapping paper to Colorado common points from Missouri river 51½¢, Mississippi river 66¢ similar adjustment from other points.

F. R. A. 15230. Authorizes rate 26½¢ per 100 lbs. on iron or steel pipe connections, etc., from Kansas City to Caney, Kas., and Owen, Okla.

F. R. A. 15250. Authorizes publication of new line of rates on classes and commodities from Gulf ports when imported from foreign countries to Kansas City, St. Louis, Chicago, etc., specific rates authorized are not available at this time.

F. R. A. 15279. Authorizes rate 23½¢ per 100 lbs. on petroleum, oil, crude and fuel, C. L., from Beaumont, Port Arthur Group, (S. W. L. tariff 35-K) to Kansas City, Sugar Creek and St. Joseph.

F. R. A. 15554. Authorizes application of Kansas City-New Orleans rate of 39½¢ per 100 lbs. on petroleum and its products to also apply to other points in Louisiana and Mississippi.

F. R. A. 15555. Authorizes rate 45¢ per 100 lbs. on Moss, C. L., from Louisiana producing points to Kansas City similar adjustment to other points.

F. R. A. 15589. Authorizes rate 26½¢ per 100 lbs. on anthracite and semi-anthracite coal, C. L., from Kansas City and points taking same rates to McAlester, Okla.

F. R. A. 15736. Authorizes rate 44¢ on glue stock and 46½¢ on punk, earloads, from points on Panhandle, and Santa Fe R. R. to Kansas City. Similar adjustment to St. Louis and Chicago.

F. R. 9. 15766. Authorizes new set of rules and regulations governing the handling and transportation of live stock to be published by all lines under Federal control.

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The Distinguished Delegates to the

International Trade Conference

representing

Belgium, England, France
and Italy

will be the guests at the

Twenty-fourth Annual Dinner

Chamber of Commerce of Kansas City

in commemoration of The John Jay Treaty

Friday, November Seven, six-thirty o'clock

Hotel Muehlebach—Formal.

Special Luncheon

in honor of the

International Trade Conference Delegates

Saturday, November eighth,

Francis I Room Hotel Baltimore, 1 o'clock.

Luncheon, \$1.00

All members invited.

No Wednesday Noon Luncheon tomorrow on account of the
Liberty Memorial Drive. Have you subscribed?

KAN

THE KANSAS CITIAN

NOV 12 1919



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 45

KANSAS CITY, TUESDAY, NOVEMBER 11, 1919

Belgium, Great Britain,
France and Italy
Visit Kansas City



W. H. WEEKS,
Third Vice President, Head of Department of
Traffic and Transportation.

Armistice Day.

Today being Armistice Day and an officially declared holiday in Kansas City, the Chamber of Commerce offices will be closed all day.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

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An Ambitious Program.

IF THERE is one thing above another that makes Kansas City one of the really great cities of the country, it is the indomitable spirit of her people. When it comes to doing something for Kansas City there is nothing too big for them to tackle. Perhaps no other American city has given more, in proportion to its wealth, to various causes during the last two or three years, and yet, in the very face of this long period of giving, when the people of most cities are complaining of being tired and demanding a rest, Kansas City has started out in a campaign to raise \$2,500,000 with which to build a memorial to her sons who went to France in honor of their country during the recent war. It is doubtful if any other American city would under take such a program, certainly none of Kansas City's population. And yet we expect to see the campaign successful.

It's this spirit of going forward, no mat-

ter the time or the condition, that is making Kansas City the most talked-about city in America. People there have come to know that the Kansas City of the future must be builded by the men and women who live there today. No one else is going to do it for them. They know that every dollar they invest in Kansas City will return to them a hundred fold, in increased business and in the satisfaction and joy that come from living in a real town. For this reason they are not content to be merely counted in favor of a proposition. They want to be a part of every movement designed to help Kansas City. And this is what it takes to build a city. To let city-building depend upon a few public-spirited citizens, as is so often done, is too slow a process to suit the people of Kansas City. The job can be done so much more quickly and with so much less effort when every citizen is willing to do his full share; and then, everybody feels so much better about it when the job is done.

St. Joseph is not jealous of Kansas City. Rather do we rejoice that at our very doors there is a community with sufficient vision to make herself a pattern for every forward-looking community in the country. Perhaps, as we read of what they are doing there and see the direct results of their efforts, we shall, in time, catch a little of the Kansas City spirit, a good injection of which would do us no harm. At any rate, a sufficient amount of it to prevent our getting tired every time a campaign for funds is started, before we complete the job, is devoutly hoped for by the real city builders in this town.—St. Joseph Gazette, October 30, 1919.

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Belgium, Great Britain, France and Italy Visit Kansas City



Upper Left Hand Group: Belgian Mission. Upper Right Hand: Italian Mission. Lower Left: British Mission. Lower Right: French Mission.

THE big event of the year in Kansas City's business life was the visit last week of nearly four score of Europe's leading business men and economists. It is impossible to convey to those who did not come into personal contact with them anything like an adequate idea of what their visit to Kansas City meant to their respective countries and what they learned here of vital interest and import.

Kansas City was fortunate in being able to show them five industries that they had not seen at any other point, distinctive of this section. They had seen museums, ship-building yards and big industrial plants in the East, but it remained for Kansas City, as the heart of the agricultural section of the United States, to show them up-to-date stock yards, packing houses, grain elevators, flour mills and oil refineries.

In addition practically all of the delegation visited Peet Brothers Manufacturing Company's soap plant and a large number the H. D. Lee Mercantile Company; and on Saturday morning a special party was gotten up to

(Continued on Page 786.)

INTERNATIONAL TRADE TOUR.

(Continued from Page 785.)

visit the Longview Farm. As an indication that they were not mere sightseers, but really anxious to learn all they could of American life they had said they were not only interested in seeing the de luxe farm, but also wanted to see the average farm which they did. This was particularly true of the French and Italians on account of their outstanding agricultural dispositions. They wanted to compare the average agricultural life of America with agricultural life in their own countries.

While the European is invariably profuse and extremely courteous under such circumstances it was evident that they were genuinely impressed with what they saw in Kansas City. They had seen big industrial plants in the East of various kinds, but such things as they were more or less familiar with in their own countries only on a smaller scale. But what they saw in Kansas City was they declared new to them, and added to the usual attractions of the stock yards those in charge of the program had arranged for some wild-west features that had been known to them only through the cinema, as they put it.

One visitor stated that several of them wished the itinerary had included fewer cities so that they might have spent more time at a less number and intimated that so far as his party was concerned a week in Kansas City would have been none too much.

The average Kansas Citian cannot imagine the impression made on the head of the Belgian Mission, M. Florimond Hankar, at seeing cattle and hogs as expeditiously transformed into finished products as he saw here, in comparison with the Belgian way of killing one steer at a time by fastening it down with a rope to a ring in the floor. A similar comparison was also made in the matter of hogs.

It was a happy thought on the part of the live stock people to take the entire party to the top of the Exchange Building for a bird's eye view of the yards, where as the head of the French Delegation, M. Eugene Schneider, declared later in the day, he had looked down upon a veritable ocean of cattle.

Kansas City had been somewhat slow to appreciate the coming of the distinguished foreign visitors, slow to realize the fact that the missions were made up of the biggest business men of Belgium, Great Britain, France and Italy, but just a few days before the Foreign Delegates arrived they

awakened to the fact that no such distinguished body of men had ever visited Kansas City; that while in the past Kansas City had entertained foreign delegations they have come singly, whereas in this instance four delegations were coming together and at a crucial period in the world's history. When the visitors did arrive Kansas City's foremost leaders in business and finance were on hand to receive them.

The party arrived Friday morning at seven o'clock, a rather early hour considering the strenuous daily programs that had been carried out day after day, the late hours they were having to observe and the fact that they had made several one day stops, at Cincinnati, St. Louis, etc., and had traveled at night. In this respect again, Kansas City was honored in having two days of their time.

President W. S. McLucas as Chairman of the General Committee and C. W. Lonsdale as Chairman of the Committee on Arrangements for their reception and proper care, headed the reception committee, the full personnel of which has been previously given in The Kansas Citian.

The party breakfasted in the main dining room of the Fred Harvey System at the Union Station in a purely informal way, and immediately thereafter traveled to the Stock Yards by way of the Kersey Coates Drive, escorted by Lieutenant Keyes with his entire motor-cycle corps, but they had opportunity to observe and comment on Kansas City's wonderful passenger station.

Arriving at the Yards the party was met by a large committee headed by President E. W. Houx of the Live Stock Exchange and W. H. Weeks, Vice President of the Kansas City Stock Yards Company. Without delay the visitors and their escort were taken to the Exchange Hall from the windows of which the visitors from overseas were given their first introduction to an up-to-date stock yards. Their comments are impossible to repeat as they were simply staggered at the system and magnitude that were there disclosed. The finishing touch to the picture was added by Mr. J. C. Swift, who in a very few words explained to them what the live stock business had meant in the great war and how tens of thousands of the various kinds of stock are cleared day after day and not just one day once in a while, but every twenty-four hours.

Adhering to the prepared program, so far as time was concerned, the visitors were given the only introduction to the American cowboy, they will have on their American Tour and much to their delight were given

(Continued on Page 788.)

ANOTHER NATIONAL REFERENDUM.

Referendum No. 29 of the Chamber of Commerce of the United States has just been received and the ten votes of the Chamber of Commerce of Kansas City will be recorded on it on or before December 15.

This latest referendum is on the Report of the National Chamber's Committee on Ocean Transportation Regarding Government-Owned Merchant Ships with the idea of recommending what the United States Government should do with two thousand or more merchant vessels the Shipping Board now possesses or has under contract.

The organizations in the membership are to vote on the committee's recommendations and will determine the attitude of the National Chamber on a question which will soon come forward for Congressional action.

The Committee's recommendations are:

1. That wooden vessels, and steel vessels under 6,000 tons deadweight, be sold on the best terms obtainable from American or foreign bidders.

2. That other government-owned vessels be sold to regional associations for transfer at cost to private individuals and corporations of the several regions.

3. That the government absorb the difference between the war cost and the present value, as a war loss.

4. That there be freedom from regulation as to routes and rates.

5. That there be restriction for a period of years upon transfer to a foreign flag of steel vessels over 6,000 tons deadweight purchased from the government.

6. That preference be shown for American underwriters, and that the underwriting market of the world be used for insurance covered by American underwriters, without intervention by government insurance.

7. That encouragement be given to an American classification society.

8. That Congress be asked to make a general declaration of a policy to give aid toward the maintenance of a privately owned and operated American merchant marine.

9. That the operation of the competent American shipbuilding yards, on private account both as to yards and the vessels they construct, be continued.

The committee which prepared the reports is made up of Edward B. Burling, Washington, Chairman; John F. Deems,

STATE CONFERENCE ON SOCIAL WELFARE.

There is being held at Chillicothe, Missouri, today the annual meeting of the State Conference on Social Welfare.

The conference which is made up of social workers and others interested in social work, postponed its meeting last year on account of influenza. The meeting this year promises to be of special interest.

The program includes such speakers as, Dr. H. J. Waters, Editor of the Weekly Kansas City Star; Jane Addams, of Hull House, Chicago; Dr. Mazyck Ravenel of the University of Missouri; Amos W. Butler, Secretary of the State Board of Charities of Indiana, and other men and women prominent in State and National social work.

The Chamber of Commerce will be represented by Mr. Walter Matscheck of the Department of Civics.

NEW BRANCH.

The Gospel Trumpet Company of Anderson, Indiana, printers and publishers of biblical literature, song books, mottoes and tracts, have made announcement of opening on November 3 of a mail order and retail store at 1116 McGee Street, having taken a five-year lease on this store room.

The mail order business from this branch will cover all states west of the Mississippi River.

Mr. G. F. Shirrod will be in charge of the local branch.

INDUSTRIAL OPPORTUNITIES.

C. A. Freeman, 201 Devonshire Street, Boston, Mass., is establishing a sales agency in the New England territory and desires to handle products manufactured in Kansas City.

Burlington, Ia.; M. E. Farr, Cleveland; Homer L. Ferguson, Newport News; C. F. Gregory, New York; B. F. Harris, Champaign, Ill.; Charles H. Jones, Boston; Frederick J. Koster, San Francisco; August F. Mack, New York; N. Summer Myrick, Boston; John H. Thomas, New York; Samuel W. Weis, New Orleans; Egbert W. West, Glens Falls, N. Y.

Every member organization is provided with a statement of the question and arguments on both sides.

This is the 29th referendum submitted by the Chamber of Commerce of the United States.

Have you ordered a copy of the new Industrial and Railroad Map being issued by the Industrial department? Advance orders now being taken.

INTERNATIONAL TRADE TOUR.

(Continued from Page 786.)

an exhibition of the real thing in roping steers, broncho-busting and other wild west features which to them had been heretofore only a matter of moving pictures.

It was hard to pull them away from this and it is safe to say there were more camera films used up in the forty-five minutes devoted to that than in any other similar period of their journey. But the party had to move on and through the mule barns to the cattle yards was the next move. Enroute, Director of the Tour D. A. Skinner nearly lost control for the reason that the visitors discovered where they could buy whips of the kind used in driving cattle and nearly every man bought one, considering it a real souvenir of the Kansas City Stock Yards trip.

Rounding the party up again they were divided by delegations, the Belgian and British going to Armour's, half of the French to Swift's, the other half to Wilson's, and the entire Italian delegation to Morris' packing plants where the balance of the forenoon was spent in an educational way that to practically all of the visitors was their first lesson in the American way of slaughtering cattle, hogs and sheep.

At the four plants similar programs were followed, routes having been previously arranged with minute detail. Nothing was unimportant to the visitors. They wanted to see every process but they were kept moving along, stopping however to observe the main ones. Invariably they were not satisfied to see the carcass after it had been killed, but they insisted upon seeing and did see even the killing from the first operation. From their comments it would appear that they will have difficulty describing and making the people at home believe what they saw. Luncheon followed, being served in the officers' dining room at each plant.

The attention to detail in planning for these various features of their program was such that the parties from the four plants met enroute to the Terminal Elevators where a short time was spent noting the up-to-date methods of loading and unloading grain. Cigars were passed here. The entire party was then sub-divided in accordance with the wishes of the visitors as to what they would then like to do.

Several automobile loads went to the Southwest Milling Company, an equal number to the Sinclair Refining Company, several carloads to the Peet Bros. Manufacturing Co., and others to the H. D. Lee

Mercantile Company, all returning to the Muehlebach and Baltimore Hotels in the late afternoon.

The British and Italian Delegations were housed at the Muehlebach and the French and Belgian at the Baltimore, each having in addition to their rooms a "headquarters" where they were brought together from time to time and where any meetings could be held. In addition to this the representatives of the National Chamber of Commerce were divided between the two hotels and they in turn were provided with headquarters with members of the office staff of the local Chamber in constant attendance. From the time of arrival to the time of departure every delegation had a member of the Chamber's staff as secretary, to be the handy man, constantly at the call of the Chairmen of the various National groups.

The big formal event of the visit took place in the Ball Room of the Muehlebach on Friday evening when President McLucas presided over not only the largest, but the most representative gathering of business men that has ever been assembled by the Chamber of Commerce for any occasion. In addition to the full capacity of the immense Ball Room being taxed to its limit the balcony of the Mezzanine Floor was filled to its capacity and even then a hundred or more requests for reservations had to be turned down on the day of the dinner.

President McLucas gave the visitors a very happy address, brief but most complimentary to the four countries. He was followed by Mr. Solomon Stoddard, Vice President in charge of the Industrial Department with a meaty talk that was in line with the visitors' purpose—business.

Responses were made by the Chairman of each Foreign Delegation beginning with Sir Arthur Shirley Benn, of the British Mission, who took occasion to treat at some length in a most interesting and new way the commercial relations between Great Britain and the United States, dating from the time of the signing of the John Jay Treaty in 1794. He was followed by M. Eugene Schneider, head of the French Delegation who went into greater detail than the British speaker on the purposes of the Missions and what is likely to be the outcome.

M. Florimond Hankar spoke for Belgium and Commander Engineer Ferdinando Quartieri for Italy. Both presented the financial and economic conditions in their countries in a way that gained the respect and admiration of those present, and if in-

(Continued on Page 792.)

Visiting Kansas City's Industries

Faeth Iron Company



The accompanying cut shows the plant of the Faeth Iron Company located at 1127 West 8th Street, which covers, according to officials of the company, approximately 6 acres of ground. This firm was established in 1901 and jobs a line of hardware products, automobile accessories and machinists' supplies. They employ 300 people and their 35 traveling salesmen cover a large territory including, Missouri, Kansas, Nebraska, Colorado, Iowa, Oklahoma, Texas, Arkansas and New Mexico.

TO SPEAK ON EDUCATION.

In line with the policy of endorsing anything which looks toward the improvement of education the Chamber of Commerce several months ago endorsed a bill, which is pending in Congress, to give federal aid to education and build a powerful federal education department with the secretary as a member of the President's cabinet.

Members of the Chamber of Commerce will have an opportunity to hear this bill discussed by a man who has been in touch with its progress since it was introduced. Through the efforts of the seven teachers' organizations of Kansas City Mr. Hugh S. Magill, Field Secretary of the National Educational Association is in Kansas City at the present time addressing Kansas City

audiences on educational topics.

A meeting has been arranged for this afternoon, Tuesday, November 11th, at 3 o'clock at the Grand Avenue Temple. Wednesday noon Mr. Magill will speak for a few minutes at the Y. M. D. luncheon at the Baltimore Hotel.

It will be worth the time of any member to hear Mr. Magill.

Christmas Greeting Cards Will Build Good Will Order Now

Friendliness dominates at Christmas time. Everyone is then especially receptive to expressions of friendship.

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Could you furnish the Insurance Company with a detailed statement of the building or equipment values.

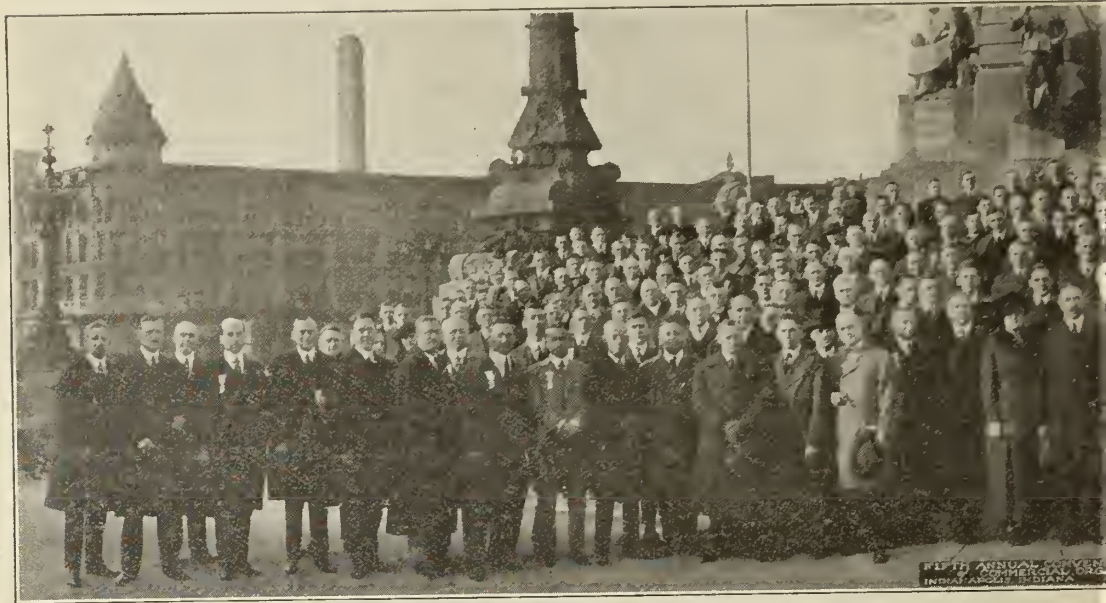
Arrange Now with us, before the fire for

**AN EXPERT APPRAISAL
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Commercial Secretaries M



Photograph of Chamber of Commerce Secretaries, taken at the Sol

SECRETARIES HOLD BIG MEETING.

The illustration shown above is General Secretary J. M. Guild's alibi for his absence from his office and from Kansas City on October 27, 28 and 29. This is a group of 286 commercial secretaries who attended the Fifth Annual Convention of the National Association of Commercial Organization Secretaries in Indianapolis on these three days and over which Mr. Guild presided as president of the Association.

Other members of the Kansas City Chamber of Commerce staff who were able to attend this meeting and who appear in the group picture, are H. H. Mathonet, Assistant Secretary of the Civics Department; Mr. A. E. Young, Membership Solicitor and Miss Helen Lamar, who in addition to her usual Chamber of Commerce duties has acted during the past year as Mr. Guild's secretary in National Association affairs and attended the meeting to handle these until the close of the convention.

The convention was attended by secretaries from 42 states extending from the states of Washington and California on the west, Texas and Louisiana on the south and from Florida to Massachusetts on the east, with several in attendance from Canada. Only "methods" for conducting chamber of commerce work were discussed, the only attempt to introduce a "policy" having been immediately ruled out of order, as the secretaries met not for the discussion of chamber of commerce policies but for self-education in every way possible towards greater secretarial efficiency for the organizations with which they are connected and the communities which they serve.

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MITCHELL SIXES

et in Annual Convention.



and Sailors Monument, Indianapolis, Indiana, October 28, 1919

WORKING TOWARDS CONSOLIDATION.

The Kansas City Telephone Company, which is the successor to the Southwestern Bell Telephone Company and the Home Telephone Company under the recent merger, has started preliminary work towards the physical unification of the two systems.

As a first step, there has been a change in the exchanges, several of the existing exchanges being divided, effective with the delivery of the Fall directory. The changes apply to the Bell system only and are as follows:

On the present East Exchange individual lines will be changed to "Clifton."

Party lines will be changed to "Melrose."

On the South Exchange, individual lines will be changed to "Westport."

Party lines will be changed to "Valentine."

On the West Exchange, individual

lines will be changed to "Fairfax."

Party lines will be changed to "Field."

The change will not necessitate the changing of telephone numbers, the only changes being in the exchange names. It is not anticipated that this will cause any great inconvenience to subscribers. It will be advisable, however, to consult the directory before calling numbers in any of these exchanges.

If there are any inconveniences they will be outweighed by the convenience of the single telephone service which will be completed as soon as the necessary work can be done.

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INTERNATIONAL TRADE TOUR.

(Continued from Page 788.)

terest and applause are any criteria, assurance was given by the Kansas City business men whatever is expected of America will be realized. This was further clinched by Mr. Joseph H. Defrees, Chairman of the Executive Committee of the Chamber of Commerce of the United States who closed the evening's program with a brief statement on why the Missions had been brought to the United States by the National Chamber. He made clear that the whole proposition is one of credits and long time credits at that; that during the war Europe's whole productive power was converted into war work; that as a result her production of commercial commodities and her exports fell away; that she imported from America the larger part of the commodities needed for her support paying for them in gold and credit; that she therefore has a huge trade balance against her and exchange is seriously adverse to her.

All of the speakers brought out that Europe is now faced with the problem of getting her people back into productive industries involving the stability of political and social conditions, but that they are confronted with high prices and scarcity of foodstuffs, that to get back to work and pay her debts Europe must have food, raw materials and machinery which America can furnish and that the object of the Missions is to discuss the whole proposition with American business men and bankers and work out a plan of long time credits by which the necessary commodities can be purchased and paid for later.

While the program for Saturday forenoon provided exclusively for conferences, between selected groups of Kansas City business men and the various Foreign Delegations, an extra feature had to be worked in to meet the request for an intro-

duction to farm life, and as early as eight o'clock Saturday morning a dozen or more of those most interested in agriculture were on their way, in charge of Vice President H. J. Waters, head of the Chamber's Agricultural Department.

Two conferences were held at the Baltimore Hotel, one on Belgium, presided over by Mr. C. C. Peters, with H. H. Mathonet

(Continued on Page 793.)

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INTERNATIONAL TRADE TOUR.

(Continued from Page 792.)

as Secretary, and one on France with Mr. Solomon Stoddard as Chairman, and E. W. Mentel as Secretary. The Italian conference was held at the Muehlebach Hotel with Mr. N. N. Dalton presiding, J. H. Tedrow acting as Secretary, and the English conference was held also at the Muehlebach, with Mr. John Fennelly as Chairman and C. E. Walker Secretary. While these conferences were intensely interesting, bringing out a variety of information in the exchange, the largest attended and the one most vital to future relations with the four countries was the special conference on finance held at the Baltimore and of which Mr. E. F. Swinney was Chairman and Walter Matscheck, secretary.

These conferences closed the business part of their visit and inasmuch as the program up to that time had been strenuous, the luncheon at the Baltimore Saturday noon was entirely informal and without a program with everyone joining in patriotic songs. One of the visitors, Bailie John King of the British Mission sang two songs, in the chorus of one of which he made every one present join. This was followed by a two hour automobile drive through the com-

mercial, industrial and residential portions of the city and over Kansas City's boulevards, stopping at the beautiful home of Mr. Walter S. Dickey en route, returning to the hotels at 4:30 o'clock. The party left over the Santa Fe for Chicago at six o'clock.

One of the marked features of the Kansas City visit was the detailed way in which plans had been laid for not only the comfort and convenience of the guests, but in order that they might get the greatest benefit from their two days' stay. In the first place General Secretary J. M. Guild had made a point of contact at the International Trade Conference at Atlantic City on October 22-24 and with that as a foundation a program structure was prepared that was responsible for the whole visit being a huge success.

The secretary again came in touch with the party at St. Louis meeting and spending the day with them there as a result of which everything was handled with an expedition and perfection of detail that created comment not only of the foreign visitors, but those of the National Chamber in charge of the Tour. The dinner was in charge of Assistant of the President E. M. Clendening and the Entertainment Committee, headed by Mr. W. A. Osgood, Chairman.

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Traffic and Transportation

MISSISSIPPI VALLEY ASSOCIATION.

The Transportation Commissioner has been at Washington attending conference held under the auspices of the Mississippi Valley Association, for the promotion of foreign trade in the Mississippi Valley, the object being to obtain adjustment of export rates from the Mississippi Valley to various points. Representatives were present from Kansas City, Chicago, Cincinnati, Houston, New Orleans, Mobile, Pensacola, Wilmington, N. C., Charleston, S. C., Brunswick, Ga., and Jacksonville, Fla.

At this conference the Mid-West, Gulf-South Atlantic Foreign Trade and Transportation Committee organized. Mr. Sangster was elected a member of the Executive Committee of seven, which will have the duty of carrying out the policies outlined by the general committee.

RECONSIGNMENT.

Freight Rate Authority has been issued November 4, by the Railroad Administration authorizing publication of the following reconsignment charges on grain and hay held for inspection:

Grain:

When reconsigned within free time, No charge.

When reconsigned after free time, \$2.00 per car.

Hay:

Flat charge of \$2.00 per car.

This information comes by telegraph from the Transportation Commissioner who has been in Washington exerting efforts to offset proposition of the Railroad Administration to impose a charge of \$5.00 on grain and hay when reconsigned beyond the terminal limits. Such charge of \$5.00 was not in accord with the rules and charges approved by the Commission in I. & S. Docket 1161, Reconsignment Case No. 3, and although the Railroad Administration originally issued Freight Rate Authority on that basis, same has been recalled and Freight Rate Authority issued on basis indicated above. This is a matter of great importance to the grain and hay interests.

INCREASED MINIMA GRAIN AND PRODUCTS.

Freight rate authority has been issued authorizing the carriers on five days notice to increase minimum weights on grain and grain products as follows:

Grain, minimum weight marked capacity of car, except when loaded within 2 feet of roof, but not less than 40,000 pounds.

Grain Products, 60,000 pounds, except when loaded full, but not less than 40,000.

This is done to increase car efficiency and assist in meeting the transportation emergency which now exists.

NEW DEMURRAGE CODE.

It is announced that the new demurrage code will become effective December 1. The tariff will be issued by J. E. Fairbanks, Agent, 75 Church Street, New York City. The publication for the Federal controlled lines is made under general order 7-A issued by General Director Hines, October 27, and for non-Federal controlled lines, under 15th section order 1925. No change is made in the rates.

Some changes are made in the rules, and of particular interest is the change which will allow until the following noon for getting billing to outbound line on cars received after 4 p. m., of the preceding day and before 7 A. M. next morning. This will eliminate many causes of complaint arising in the past when shippers have ordered cars to connecting lines late in the afternoon and not been able to put in billing that evening, the cars reached the outbound carrier during the night with resultant demurrage charges.

KANSAS CITY NORTHWESTERN RAILROAD.

The Kansas City Northwestern Railroad discontinued operation November 1 on account of strike of their shop-men, making it impossible for them to keep their engines in mechanical condition. This strike was brought about by the inability of the road to meet its pay roll. The Railroad Administration has been urged by interested parties to take over the operation of the road and as the Kansas Citian goes to press it is indicated that the Administration will agree to take over and operate the line, but will assume no obligations accruing prior to such taking over. The proposition has been submitted to L. S. Cass, Receiver of the road and Judge Hook, in whose Court the receiver proceedings are pending.

(Continued on Page 795.)

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TRAFFIC AND TRANSPORTATION.

(Continued on Page 794.)

TELEGRAPH RATES.

The Public Service Commission of Missouri being unable prior to November 1, to arrive at a decision in the matter of permitting the Western Union Telegraph Company to charge rates made effective March 29, 1919, by order of the Postmaster General for telegraph service between points in Missouri, has extended its order permitting such rates to be charged up to December 1st.

CURTAILMENT OF DISTRICT COMMITTEE ACTIVITIES.

We are quoting below portions of a joint letter dated October 22 of Directors Chambers and Thelen:

"In view of the probable return of the Railroads to their owners on or about January 1, 1920, we desire the work of all Freight Traffic Committees brought to a close on or before that date and all subjects now before the Committees disposed of so that the publication of any changes in rates, etc., which may result from the Committees' work may be not only published but made effective before the end of Federal control.

"To that end the following instructions will supersede all previous instructions in conflict therewith."

"Effective at once no further consideration shall be given by any Freight Traffic Committee to any subject involving a general revision of rates except those where consideration by a Committee has already been authorized by one or both of these Divisions."

"Effective November 10, 1919, no new applications shall be accepted by any Committee nor docketed for public consideration except as follows:

"(1) Applications to publish new commodity rates on articles which usually take commodity rates to cover newly developed traffic, where only class or combination rates are in effect.

"(2) Applications to publish new class or commodity rates on newly constructed lines.

"(3) Applications to correct clerical errors.

"(4) Applications to readjust rates thrown out of line by General Order No. 28.

"(5) Applications to make changes necessary to comply with orders of the Interstate Commerce Commission. (These applications to be made only by one of the General Committees and only in cases where the I. C. C. has ordered the removal of discrimination without setting the rates.)

"(6) Subjects of which either or both of these Divisions may thereafter request consideration."

MATTERS BEFORE DISTRICT COMMITTEES
Kansas City Committee.

Docket 981. Emergency. Proposed to increase transfer and drayage charges covering less than carload freight between various depots at Kansas City, Missouri, Kansas, from

3c per 100 lbs. minimum charge 10 to 15 cents per shipment to 5½c per 100 lbs., except from Wabash to K., C. & N. W. depot rate to be 6c per 100 lbs. no minimum charge.

Docket 982. Emergency. Proposed to establish on horses and mules, C. L. between Kansas City and Elbing, Kan., rate \$16.50; White-water and Furley, Kan., rate \$47.50; Kechi, Kans., rate \$49.00; Wichita, Kans., rate \$50.00 per standard car in lieu of present rate \$44.00 from all the above points in order to correct error in C. R. I. & P. tariff 29175-C. Similar adjustments between Omaha and the same points.

Docket 985. Proposed to cancel rates on cement, C. L., from Kansas City to various points on the Wabash R. R. in Missouri, Iowa, and Nebraska, named in Wabash tariff G-10857 referring to E. B. Boyd's tariff 132 for rates. This will bring about both advances and reductions in present rates. (Nov. 18.)

Docket 986. Proposed to establish on silicate of soda, C. L., switching rate of 4c per 100 lbs. in carriers equipment and 2½c per 100 lbs. in owners equipment from Philadelphia Quartz Co. plant, Armourdale, to Proctor & Gamble Mfg. Co., plant Armourdale.

Docket 987. Proposed to amend K. C. S. R. Rs. reconsignment Circular 184-C, item 1, to provide "carload shipments of rosin and turpentine originating at stations in Arkansas, Louisiana or Texas where through rates are in effect, may be stopped at Kansas City, Missouri, Kansas, for the purpose of storage, assorting, inspection, repacking, unloading, completion of load, weighing or reconsignment, changing consignee destination or ownership (without disturbing contents of car in any way), and subsequently reshipped to points of destination in direct line of transit beyond. (Nov. 18.)

Docket 992. Proposed to amend C., B. & Q. tariff 3097-Q to provide transit privilege at St. Joseph, Mo., and Elwood, Kans., on southbound shipments of grain and grain products from Minneapolis, Minnesota Transfer and St. Paul (Continued on Page 796.)

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TRAFFIC AND TRANSPORTATION.

(Continued from Page 795.)

or beyond to Atchison, Leavenworth and Kansas City or points beyond. (Nov. 18.)

ST. LOUIS COMMITTEE.

Docket 1461. Proposed to establish commodity rates on blackstrap molasses, C. L., from Memphis, Tenn., to Kansas City and other Missouri river points also points in Oklahoma bases 5 cents less than present New Orleans rates. (Nov. 19.)

Docket 1468. Proposed to cancel rates on furniture C. L., from Kansas City and other Missouri River points to points in Oklahoma named in item 628 S. W. L. tariff 44-J. Carriers claim no movement thereunder. (Nov. 19.)

Docket 1474. Proposed to establish commodity rate 5c per 100 lbs. on cordwood, C. L., from Warrensburg and Knobnoster, Mo., to Kansas City in lieu of present rate 5½c. Similar adjustment to other lower Missouri river points. (Nov. 19.)

Chicago Committee.

Docket 881. Proposed to permit grain from Kansas City when originating beyond and destined to Minnesota Transfer, St. Paul, Duluth and Superior to be stopped in transit at Davenport, Ia., for the purpose of cleaning. (Nov. 11.)

Docket 887. Proposed to cancel commodity rates on zinc oxide and Lithopone, C. L., from Chicago, St. Louis, etc., to Kansas City and other Missouri river points, fifth class rates to be applied in lieu thereof. (Nov. 12.)

San Francisco Committee.

Docket 2709. Proposed to establish on box linings, pulpboard, less carloads, from Kansas City to Pacific Coast points named in T. C. F. B. tariff 1-R rate \$2.50 per 100 lbs. in lieu of present rate \$3.25 similar adjustment from other points. (Nov. 13.)

Docket 2711. Proposed to establish on olive oil foots, C. L., from Kansas City to Pacific Coast points named in T. C. F. B. tariff 1-R rate \$1.12½ per 100 lbs. in lieu of present rate \$2.00. Similar adjustment from other points. (Nov. 13.)

RATES AUTHORIZED.

F. R. A. 15550. Authorizes mixture of paper pails, nested and paper ice cream can linings with other paper articles from interstate points to points in Oklahoma and Texas.

F. R. A. 15578. Authorizes rate 13c per 100 lbs. on roofing and building paper, C. L., between Des Moines, Ottumwa, Ia., and Kansas City and other lower Missouri river points.

F. R. A. 15586. Authorizes readjustment of rates on vitrified sewer segment blocks, C. L., from Kansas City, Deepwater, St. Louis, Mo., and other producing points to Raton, Albuquerque, Deming, Roswell and other points in New Mexico.

F. R. A. 15593. Authorizes rate \$1.12½ per 100 lbs. on soap and articles taking same rates from Pacific Coast to Kansas City. Similar adjustment to other points.

F. R. A. 15719. Authorizes rate 22½c per 100 lbs. on rags, rope, (old), and scrap paper, C.

(Continued on Page 797.)

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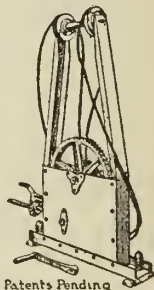
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TRAFFIC AND TRANSPORTATION.

(Continued from Page 796.)

L., from points in Iowa, Minnesota, etc., to Kansas City and other lower Missouri river points.

F. R. A. 15762. Authorizes Kansas City rates on sand, C. L., from Turner and Muncie, Kas., to points in Kansas, Nebraska, Missouri and Iowa, also points in Arkansas and Oklahoma on the K. C. S. and St. L. & S. F. R. Rs.

F. R. A. 15790. Authorizes following commodity description E. B. Boyd's tariff 120 from Missouri, Mississippi rivers, etc., to Utah common points: "Grain products and food preparations, cereal, C. L., as described under those headings in Western Classification including Live Stock, feed, poultry or pigeon feed, not medicated or conditional (bulk) in sacks.

F. R. A. 15793. Authorizes same transit on copra oil, cocoanut oil, palm kernel oil, soya bean oil, peanut oil and sesame oil, C. L., at points in Western territory as now in effect on cottonseed oil, C. L.

F. R. A. 15947. Authorizes rate 75c per 100 lbs. on cocoanut, cottonseed and soya bean products from Pacific Coast to Kansas City. Similar adjustment to other points.

F. R. A. 16238. Authorizes cancellation of proportional rates on cedar posts, poles and piling, C. L., from St. Louis to Missouri river points when originating at southeastern points.



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THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 46

KANSAS CITY, TUESDAY, NOVEMBER 18, 1919

Every member should attend
Kansas City's Own
American-
Royal Live Stock Show.

(See announcement on page 815)

Committees for new fiscal
year are announced
in this issue.

This issue carries a
Condensed Statement
of the finances of the Cham-
ber for the year ended
September 30.

Each week several new contracts for
advertising are received—all of which
goes to show that the business men of
Kansas City appreciate The Kansas
Citian as a good advertising medium.

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THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

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TOBACCO COMPANY MAY LOCATE PLANT HERE.

The announcement in the local press on Saturday afternoon last of negotiations with the American Tobacco Company of New York for the establishment of a large cigarette factory in Kansas City prompts this item. While the arrangements have not been completed, negotiations dating back to early in October have been conducted with this company, and it is hoped that the premature announcement referred to will not in any way interfere with the final consummation of the deal.

The negotiations have been conducted with Mr. W. H. O'Brien, Vice President of the American Tobacco Company, in charge of manufacturing, with headquarters in New York City. Following Mr. O'Brien's

visit to Kansas City some weeks ago the Industrial Department prepared an exhaustive brief covering thirty pages outlining the local industrial situation and the advantages which Kansas City offers from both a manufacturing and distributing standpoint.

If the negotiations now pending are concluded, the Company plans to establish at once a cigarette factory which will give employment at the start to some seven hundred and fifty persons, including both men and women. It will be the only cigarette factory of the company located off the Atlantic coast. It is proposed to serve practically all of the territory west of the Mississippi River from this plant, which will have a capacity of about two million cigarettes per day. The future expansion of the plant will depend almost entirely upon the ability of the Company to secure the necessary help.

In the preparation of the brief, Industrial Commissioner E. W. Mentel had the assistance of Mr. J. H. Tedrow, Assistant Transportation Commissioner, who prepared valuable data covering the rate situation. In a letter from an official of the Company under date of November 7, he said "Our people very highly compliment your Department of Industries on the argument submitted for the location of the cigarette factory at Kansas City."

It is expected that the final arrangements for the factory will be completed this week.

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A Reservoir of Energy.

DURING the Liberty Memorial Drive how many people remarked "If these same energetic, resourceful, influential workers would take charge of a program for Kansas City—for simplified city government and for efficient management of the government so simplified, what a wonderful thing it would be."

The foregoing appeared in "The Star" of November 12 as an editorial and is here reproduced for the reason that it should be reproduced here as emphasis of what the Chamber of Commerce membership can do, should do, and is doing, supported as it is by business men representing the press and every other line of industry.

The Chamber of Commerce is the organized force of the community to do for the community whatever is necessary for its betterment and progress, and the press as well as the membership is reminded that the Chamber of Commerce has a Civic Department whose task is not easy. The Department has applied itself in a serious way beginning with the foundation necessary to whatever improvement the community may desire in the way of simplified city government and efficient management of the government.

To be specific, the Chamber of Commerce through its Civic Department is responsible for the passage by the last General Assembly of a joint resolution authorizing the submission to the voters of Kansas City in November, 1920, of an amendment to the state constitution to permit Kansas City to revise its charter in accordance with the requirements of an up-to-date and progressive city.

This is but one of the activities of the Civic Department, but is representative of what "A Reservoir of Energy" can do for Kansas City when properly supported by its members and by public sentiment.

Organized for Business.

THE new committee organization of the Chamber of Commerce for the fiscal year commenced October 1, 1919, has been completed and is ready for service. This represents a carefully selected list of some 450 names of men who have either volunteered or have been drafted for service on the Chamber's thirty-five committees. In every instance selection was based on a man's qualifications, his known value for service in the particular line of work to which he is now assigned.

This organization, always a difficult task, has been more difficult this year on account of the demands made upon the time of Kansas City's public spirited business men by the Liberty Memorial and local charities' financial campaign for \$2,500,000.

The Chamber's six vice-presidents have been alert to the necessity of organization of their working forces at the earliest possible date and as President W. S. McLucas said at the Board of Directors meeting last Friday "WE ARE NOW READY—LET'S GO!"

SALE OF SURPLUS WAR MATERIALS.

The Industrial Department has just received a telegram from the Emergency Fleet Corporation, Philadelphia which reads as follows:

"The Emergency Fleet Corporation has available through cancellation of its war program a large quantity of surplus materials comprising boilers, engines and auxiliary equipment, piping, valves, electrical supplies, steel plates, shapes, bars, etc., plumbing material, yard and shop handling devices, shop and woodworking machinery and tools, railroad equipment and large lot of miscellaneous supplies. We are desirous of disposing of this material as promptly as possible and in a manner that the consumer will secure benefit from the prices which we are quoting. These prices are considerably below present market in most cases."

Inquiries regarding this material may be directed to the Home Office Supply and
(Continued on Page 813.)

Chamber Finances.

THE annual audit of the Chamber's finances for the past fiscal year has just been completed by Marwick, Mitchell, Peat & Company.

The following is a condensed statement of the Chamber's financial transactions for the fiscal year October 1, 1918, to September 30, 1919:

RECEIPTS:

Membership Dues.	\$107,701.12	
Subscriptions to Traffic Department.	4,290.00	
Interest on Deposits	319.98	\$112,311.10

EXPENDITURES:

General Office	\$ 42,545.00	
Traffic.	19,371.90	
Industrial.	9,854.48	
Convention Publicity & Retail (including cost of Kansas Citian)	10,232.52	
Agricultural.	4,387.32	
Civics.	8,120.85	
Y. M. D.	6,527.93	
Total Departmental Expenditures.	\$101,040.00	
Furniture and Fixtures.	2,676.97	
Trade Trips.	1,973.25	
Entertaining.	1,988.03	
Board of Appropriations	4,819.84	
Total Expenditures.	\$112,498.09	
Loss a/c Uncollectable dues written off.	918.65	
Total Cost.		\$113,416.74

Net deficit for fiscal year. 1,105.64

While the disbursements exceeded the receipts by \$1,105.64 there is no deficit in the Chamber's affairs, since a surplus of \$3,799.91 was carried over from the previous year and with the deduction of the over expenditure of the past year, still leaves a surplus of \$2,694.27 to be carried into the current year.

The condensed balance sheet given below is a correct statement of the condition of the financial affairs of the Chamber at the beginning of this fiscal year.

ASSETS:

Cash.	\$ 450.00	
Accounts receivable	10,140.92	\$ 10,590.92

LIABILITIES:

Bank overdraft	4,182.65	
Membership dues paid in advance.	2,602.00	
Trust funds	1,112.00	
Surplus.	2,694.27	\$ 10,590.92

No Better Cigars made than
O'Donnell's 15c and
2 for 25c Cigars

BOX TRADE A SPECIALTY

B.P. 1258M. O'Donnell Cigar Co. H.P. 4360M.

Hudson-Brace Motor Co.

DISTRIBUTORS

Hudson and Essex Motor Cars

Main at 27th

Kansas City, Mo.

State Bank of Kansas City

KANSAS CITY, MO.

CAPITAL \$100,000.00

SURPLUS \$75,000.00

DEPOSITS \$1,750,000.00

Bill Hicks

CATERING COMPANY

Commercial Work—also Homes

TROOST AT 33D

BOTH PHONES

Committee Organization

For the Year October 1, 1919,—September 30, 1920

HERE are the forces that will work for Kansas City through the Chamber's present fiscal year and are already hard at work. In some instances slight alterations are yet to be made as in setting up a new piece of machinery, experience of the next week or two will develop inability on the part of a very few to accept responsibilities that the Chamber's committee work involves and if history repeats itself some good men will be found who have not yet been assigned. In the main, however, the personnel will stand and will be more than the nucleus of the Chamber's working organization to carry on the big work taken over from the past administration at a time critical in Kansas City's history.

Any member who may think that there is little to do should reach back into his file of The Kansas Citian and read the inaugural address of Walter S. McLucas, the Chamber's new President, that appears in the October 14 issue. When he has done that he should then read in the same issue the annual report made by ex-President B. A. Parsons at the same meeting. That report showed activity and accomplishments creditable to a much larger organization

and one with greater means and facilities.

The whole thought of these suggestions is that if last year's record is to be equalled and surpassed, which is the natural goal for each new administration, the men whose names appear in the following lists "will have to go some" and they know it.

In addition to this being the first publicity of the complete committee organization this might and should be considered a call for service on the part of each man honored with selection to serve his community in a definite and important way. In addition to those already listed, every member should hold himself in readiness to respond to any call that may be made of him at any time.

The number of committees this year is considerably less than last year for the reason that the new administration believes in appointing committees only as their need is apparent as it is not intended to have any "standing" committees, but only committees as they are needed and for which there is specific work. As other committees are necessary they will be appointed and announced.

Personnel of New Committees

AGRICULTURAL DEPARTMENT

H. J. WATERS, VICE-PRESIDENT IN CHARGE.

DEPARTMENT COUNCIL

H. J. Waters, Chairman

J. C. Swift

J. N. Daniels

Conrad H. Mann

J. S. Adsit

AGRICULTURAL INDUSTRIES

J. N. Daniels, Chairman

Alvin L. Ernst

A. Morrison, Jr.

George W. Hackett

J. L. Peppard

E. W. Houx

W. J. Riley

Forrest Levy

H. L. Root

R. W. Mitchell

C. W. Thornton

EDUCATION AND PUBLICITY

J. C. Swift, Chairman

Z. T. Briggs

J. F. Downing

G. W. Brownson

E. L. Howard

D. R. Casey

Chas. C. Rosewater

Celbe C. Cline

George C. Stephens

F. H. Turner

FARM LABOR

Conrad H. Mann, Chairman

Bruce Barnett

H. E. Lisle

R. F. Crawford

J. R. Morehead

Marvin H. Creager

Lyle A. Stephenson

Godfrey Swenson

MARKETS, TRANSPORTATION AND GOOD ROADS

J. S. Adsit, Chairman

Edwin P. Adams

George D. Hurley

W. T. Bancroft

Fred Johnson

S. C. Blackburn

Stanley A. Kelley

Benjamin S. Brown

S. B. Robertson

Frank A. Davis

(Continued on Page 804.)

PERSONNEL OF NEW COMMITTEES--Continued.

CIVICS DEPARTMENT

ANDREW YOUNG, VICE-PRESIDENT IN CHARGE.

DEPARTMENT COUNCIL

Andrew Young, Chairman

Howard McCutcheon	S. Herbert Hare
W. T. Grant	Frank Ferguson

CHARITIES

Andrew Young, Chairman

Alfred Benjamin	B. A. Parsons
William Buchholz	William Volker

CITY PLANNING

S. Herbert Hare, Chairman

Henry M. Beardsley	R. E. McDonnell
Wm. J. Berkowitz	J. C. Nichols
Fred G. Buffe	Charles E. Shepard

INTER-CITY

(Not yet completed)

LOCAL GOVERNMENTS

Howard McCutcheon, Chairman

Frank M. Bernardin	Herbert V. Jones
Frank R. Grant	Charles D. Mill
C. G. Hutcheson	Walter C. Root
Lyle A. Stephenson	

PUBLIC UTILITIES

W. T. Grant, Chairman

J. A. Carpenter	John A. Prescott
Solon T. Gilmore	W. J. Squire
F. W. Heryer	S. J. Whitmore
Chester L. Jones	

SCHOOLS AND EDUCATION

(Not yet completed)

REPRESENTATIVE ON SAFETY COUNCIL

Frank Ferguson

SEVENTH REGIMENT

C. C. Peters	Walter M. Jaccard
F. D. Askew	R. Bryson Jones
Leo Crabbs	R. L. Redpath
G. H. Edwards	S. J. Whitmore
R. C. Greenlease	F. Witherspoon, Jr.
C. F. Holmes	

INDUSTRIAL DEPARTMENT

SOLOMON STODDARD, VICE-PRESIDENT IN CHARGE.

DEPARTMENT COUNCIL

Solomon Stoddard, Chairman

Kim Barton, Jr., Vice-Chairman

R. L. Redpath	John Fennelly
C. A. Burton	Leslie J. Lyons
E. R. Sweeney	B. S. Kennedy

INDUSTRIAL

R. L. Redpath, Chairman

H. C. Blackwell	G. H. Forsee
J. Hinkle Bracken	R. L. Hawkins
E. H. Busiek	Neil G. Lilley
J. D. Dewan	James McQueeney
Fred L. Dickey	F. A. Ruff
A. B. Eisenhower	E. M. Tucker

WHOLESALE TRADE

K. L. Barton, Jr., Chairman

F. W. Barton	H. F. Field
A. R. Beal	R. M. Hockaday
J. Hinkle Bracken	Frank C. Howard
C. L. Davies	Eugene L. Lyon
Frank T. Faxon	

FOREIGN TRADE

John Fennelly, Chairman

N. N. Dalton	Paul Sauer
C. E. Matthews	Walter L. Wilson

REPRESENTATIVE ON SAFETY COUNCIL

B. S. Kennedy

INVENTIONS

C. A. Burton, Chairman

A. E. Bettis	H. D. Jett
Arthur C. Brown	A. S. Keene
Charles L. Cookson	A. A. Kramer
Roy Cross	Erb Kreider
R. C. Greenlease	R. E. McDonnell
Thomas Hayes	

(Continued on Page 805.)

PERSONNEL OF NEW COMMITTEES—Continued.

INDUSTRIAL DEPARTMENT—Continued.

EMPLOYMENT

E. R. Sweeney, Chairman

William Bartrim G. S. Montgomery
Howard A. Fitch Godfrey Swenson
Conrad H. Mann

POSTAL EFFICIENCY

Leslie J. Lyons, Chairman

Dell Keizer J. C. Reefer
A. W. Kennedy Baylis Steele
Walter O. Murphy

PUBLICITY, CONVENTIONS AND RETAIL DEPARTMENT

FRANK J. DEAN, VICE-PRESIDENT IN CHARGE.

DEPARTMENT COUNCIL

Frank J. Dean, Chairman

F. B. Heath C. P. Hanly
Walter M. Jaccard

CONVENTIONS

F. B. Heath, Chairman

Automobiles.

R. C. Greenlease

Banks.

R. P. Brewer

Philip G. Walton

Hotels.

S. B. Campbell

Alonzo B. Clark

James Ketner

Walter S. Mars

S. J. Whitmore

Miscellaneous

Barney L. Allis

H. C. Blackwell

F. O. Cunningham

Louis W. Shouse

Produce.

Frank H. Cromwell

E. J. McNamara

Retail.

S. H. Ferguson

R. L. Hawkins

F. B. Heath

Ernest A. Jaccard

Fred M. Lee

Louis P. Rothschild

Theatres.

Frank L. Newman

Wholesalers.

F. A. Baker

J. T. Kennedy

Irving H. Smith

PUBLICITY

Clarence P. Hanly, Chairman

J. F. Baxter

E. T. Chester

Paul E. Kendall

H. J. Perkins

Chas. C. Rosewater

Van W. Schweich

Fred C. Sharon

Dick Smith

W. R. Snodgrass

F. M. Staker

RETAIL

Walter M. Jaccard, Chairman

Sol Berkson

Z. T. Briggs

A. F. Gordon

S. Harzfeld

R. L. Hawkins

F. B. Heath

Milton H. Luce

C. E. McCoy

Alvin Meyer

W. A. Repp

J. M. Robinson

Gus Schmierer

John Taylor, Jr.

Herbert M. Woolf

TRAFFIC DEPARTMENT

W. H. WEEKS, VICE-PRESIDENT IN CHARGE.

DEPARTMENT COUNCIL

W. H. Weeks, Chairman;

C. W. Lonsdale,

F. C. Adams

T. Percy Bryan

C. D. Carlisle

R. S. Davis

L. L. Middleton

W. H. Moore

Julian Peycke

S. B. Robertson

C. J. Schmelzer

FIRST DIVISION

Board of Trade and Grain Interests.

C. W. Lonsdale, Chairman

T. J. Brodnax

A. L. Ernst

H. P. Ismert

O. A. Severance

SECOND DIVISION

Live Stock Interests

W. H. Moore, Chairman

B. R. Bridgeford

T. H. Lampe

T. G. McCrosky

F. H. Sweet

(Continued on Page 806.)



THE SHERWIN-WILLIAMS Co. Try Our Service

SOUTHWESTERN DISTRICT.

SALES OFFICES.

KANSAS CITY OMAHA DENVER WICHITA OKLAHOMA CITY TULSA



PERSONNEL OF NEW COMMITTEES—Continued.

TRANSPORTATION DEPARTMENT—Continued.

THIRD DIVISION

Hay Dealers' Association

C. D. Carlisle, Chairman

W. D. Poindexter C. S. Scott

FOURTH DIVISION

Manufacturers

L. L. Middleton, Chairman

F. D. Askew	F. J. McGinley
W. L. Eastlake	H. F. Smothers
S. S. Edwards	H. N. Strait
F. H. Fitch	Frank P. Trimble
W. C. Helmers	

FIFTH DIVISION

Wholesalers

S. B. Robertson, Chairman

F. W. Barton	R. M. Hockaday
J. A. Carpenter	E. T. Hubbell
C. R. Cooke	Julius Lyons
A. G. Ellet	R. M. Maxwell
H. D. Faxon	F. C. Wheeler
H. P. Harbison	

SIXTH DIVISION

Retailers

C. J. Schmelzer, Chairman

J. S. Bailey	Fred M. Lee
A. F. Gordon	J. M. Robinson
Joseph Jedlicka	L. P. Rothschild
J. W. Jenkins, III	

SEVENTH DIVISION

Coal Interests

T. Percy Bryan, Chairman

Geo. H. Parker	J. A. Sargent
W. D. Ryan, Jr.	E. E. Trotter

EIGHTH DIVISION

Lumber Interests

R. S. Davis, Chairman

B. H. Berkshire	A. F. Congleton
J. M. Bernardin	A. H. Connelly

NINTH DIVISION

Produce Interests

Julian Peycke, Chairman

R. W. Gees	H. R. Lebrecht
E. J. McNamara	

TENTH DIVISION

Traffic Managers Committee

F. C. Adams	J. D. Laughlin
H. A. Allshouse	H. D. Long
F. L. Baker	Charles Lorfing
F. M. Barker	R. L. Meierhoffer
G. L. Bedford	Charles R. Miller
E. C. Bundy	C. W. Miller
G. G. Byers	R. M. Neilson
J. H. Cook	F. A. Nelson
R. W. Donovan	J. G. Page
C. D. Dooley	F. O. Piepenbring
John Duffy	Logan Pittman
G. E. Flanders	H. S. Quinn
E. M. Gannon	G. W. Schroth
C. E. George	R. H. Singleton
E. A. Gilchrist	P. W. Strawbridge
M. A. Gray	J. I. Sweeney
B. R. Hagland	W. H. Taylor
J. C. Hall	J. M. Townley
J. S. Harbison	C. B. Wall
W. C. Helmers	G. F. Wall
A. D. Hurd	E. R. Ware
H. D. Jett	W. D. Wells
E. S. Jacobs	R. B. Welsh
G. H. Kinney	E. M. Whittemore
J. A. Kline	C. P. Wiand
I. G. Klingler	A. A. Wild
W. A. Knapp	R. L. Woodward
C. L. Woolfalk	

ELEVENTH DIVISION

Transfer and Storage Interests

F. C. Adams, Chairman

C. C. Daniel	D. A. Morr
D. T. Hobbs	S. M. Woodson

RIVERS AND HARBORS

F. D. Crabbs, Chairman

W. T. Bland	A. W. Peet
T. J. Brodnax	Walter B. Richards
E. M. Clendening	H. L. Root
W. S. Dickey	Leon Smith
O. V. Wilson	

(Continued on Page 812.)

WE WILL PAY YOU \$50.00 A WEEK

during any period you are kept away from
business, either from accident or illness,

and from \$5,000 to \$12,000 in case of Accidental Death

The Business Men's Accident Association

W. T. GRANT, Secretary

Gumble Building

Both Phones Main 4243

Y. M. D. Luncheon

IT IS the plan of the Y. M. D. to so utilize and conduct its luncheons that its members will be made better acquainted with progressive things going on right here in Kansas City." That was the text of last week's Y. M. D. luncheon as declared by Sixth Vice President W. Malcom Lowry who presided. The reference applied to the program for the day.

Mr. Hugh C. Blackwell, General Manager of the Kansas City Light & Power Company, had been secured to make and he did make a most interesting demonstration of how electricity, gas, and steam are metered to Kansas City consumers. To visualize the whole proposition he had had erected electrical, gas and steam metering equipment in an exhibit nearly thirty feet long, with pumps and meters and all of the paraphernalia necessary to a real demonstration. That it was interesting and educational was proven by the attention given him until after the usual hour of adjournment and even after that a large number remained to inquire into some details with which they had had personal experience, but on which they wanted enlightenment.

Mr. Blackwell missed nothing in his explanation of how and why the little discs go round, and his demonstration extended from what is known as a five-light meter to that of one hundred and fifty lights and included also condensed steam and electrical meters, declaring that the meter to the consumer is the same as the scale on the butcher's or grocer's counters, except that gas is measured in cubic feet and electricity in kilowatt hours.

At the outset he declared a lot of mystery exists in the mind of the average consumer because of his lack of acquaintance with cubic feet and kilowatt measurements his education having been confined to the units of a pound or foot-rule.

He took his audience back to the first gas meter, invented a hundred years ago, and on which there has been practically no improvement so far as the governing principle is concerned, the only improvements having been in material and accuracy. He took a gas meter apart and showed how it operates, with its bellows and diaphragms, and speaking for the gas company told of the effective testing apparatus that is constantly in use to insure accuracy even to the point of holding meters to be tested in a room sufficiently long to acquire the same temperature as the testing apparatus. He exploded many of the

theories in the minds of consumers regarding a meter being erratic, explaining that that cannot be, that if it is right one month it cannot be wrong the next and right the following month: that during the "wrong" month somebody was responsible for the consumption or waste of gas. He illustrated this by citing several instances where people thought they had been overcharged and in this connection urged his hearers to familiarize themselves with their meters and read them themselves as a check on their bills.

As to electrical meters, Mr. Blackwell declared a great change made since the first meter was perfected for direct current in 1872: that many different designs have had to be perfected for the great variety of purposes in connection with which electricity is used. The evolution of electrical meters was quickly described from the first one that operated by clock-work, followed by an Edison meter in 1880 by which measurement was made by weighing the chemical deposit made on an electrode; how in 1887 measurement was made by means of a heat coil the blow of warm air from which operated a fan, but that beginning in 1888 several types were invented and introduced, all based on the induction principle first perfected by the Westinghouse people, based on what is known as the Shallenberger patents from which the present meters have descended. He stated that all alternating current electrical meters are now on the same principle of induction, but differ quite materially in their mechanical construction.

Regarding the Kansas City consumer he described the system in use by the local company whereby each meter sent out is 100% accurate at the time it is installed and that whether complaints are made or not inspection is made of each meter every two years, but that a leeway of 2% over or above accuracy is considered sufficiently close. He invited those present to the company's headquarters at 21st and Walnut streets to inspect the meter testing department which he declared is the best of its kind west of the Mississippi River except on the Pacific Coast.

How their standard devices are kept true was then described. Mr. Blackwell explained that they are tested every week and that once a month a responsible man carries their standard to the Missouri University for comparison with their equipment and how the University in turn checks up

(Continued on Page 815.)

Belgian, British, French and Italian



- | | | | |
|---|---|---------------------------|-------------------------------------|
| 1. Commander Giorgio Mylius | 12. Mr. Jarboe | 25. M. Boyer | 37. Ed. Smith |
| 2. Marquis T. Theodoli | 13. Florimond Hankar | 26. Mario Luiggi | 38. Sig. Antonio Agresti |
| 3. William Creveling | 14. N. N. Dalton | 27. Mr. A. N. Hitchcock | 39. Commander Dr. Augusto Jaccarino |
| 4. E. P. Brus | 15. M. Roche | 28. Clarence E. Howard | 40. Dr. Ildo Marchisio |
| 5. Solomon Stoddard | 16. J. C. Swift | 29. Lieut. A. S. Jarratt | 41. E. F. Swinney |
| 6. John Fennelly | 17. Arturo Anzani | 30. Ben Lambie | 42. M. le Baron du Marais |
| 7. C. C. Peters | 18. Leslie C. Wells | 31. George Berkes | 43. M. Francois Poncet |
| 8. E. W. Mentel | 19. M. Varaigne | 32. Colvin B. Brown | 44. M. Waddington |
| 9. George Mignolet | 20. H. N. Taylor | 33. Albert E. Janssen | 45. M. Lehideux |
| 10. Commander Professor Vittorio Meneghelli | 22. Commander Engineer Dr. Luigi Luiggi | 34. John N. Van der Vries | 46. M. Loizeau |
| 11. Adolph Boldt | 23. G. B. Ceccato | 35. M. Charlier | 47. Henry Mazot |
| | 24. Joseph Chiesa | 36. Hon J. G. Jenkins | |

Fine Picture of Foreign Visitors

THE accompanying illustration of the business delegates from Belgium, Great Britain, France and Italy was the best group picture taken on the International Trade Conference Tour according to every one of the visitors who expressed himself on the subject. Regular circus seats had been erected in front of the Live Stock Exchange Building thereby insuring every one of the distinguished guests showing up to good advantage.

So pleased were the men from overseas that every one who had opportunity stated that he would like to have a copy of the picture and to each member of the four delegations and all who accompanied them the above picture will be mailed, to their home addresses. This insures Kansas City being remembered by the best possible souvenir of such a visit.

As a matter of information and record for the future the name of each one in the picture is given. This will serve to remind those who met these interesting visitors of their identity and will undoubtedly be helpful on the occasion of any Kansas

City business men visiting any of the four countries. That they will make return visits is a certainty and the chairmen of the various delegations were insistent on Kansas City being represented in any organized return visit that may be made or independently as opportunity might offer.

Skylark Gasoline

Made in Kansas City

If Your Home or Business Burned Tonight

Could you furnish the Insurance Company with a detailed statement of the building or equipment values.

Arrange Now with us, before the fire for

AN EXPERT APPRAISAL

TOPPING VALUATION COMPANY.

PUBLIC APPRAISERS.

Bell Main 448 1308 Waldheim Home Main 8469

visitors to Kansas City November 7-8



Julien Potin
Miss P. Epstein
Miss Valentine Mc-
Nabb
Miss Berthe Lorraine
J. M. Guild
C. W. Lonsdale

Bailie John King
Joseph H. Defrees
Colonel Maurice
Alexander

58. E. W. Houx
59. M. Harinkouc
60. Mr. Rukseyser
61. D. H. Oldham
62. C. E. Walker
63. F. W. Lukins
64. H. W. Mackirdy
65. D. A. Skinner
66. Edward A. Filene
67. Marshall Stevens
68. Albert Neve
69. Alexandre de Groote

70. Monsieur Canon-
Legrand
71. W. S. McLucas
72. Sir Arthur Shirley
Benn
73. Eugene Schneider
74. Commander Engineer
Ferdinando Quartieri
75. Commander Pietro
Giovanni Lazzarini
76. M. Pellerin de la
Touche

77. Chevalier Giovanni
Fummi
78. Mrs. Angeli
79. Monsieur Godet
80. Monsieur Tirman
81. Monsieur de Fremin-
ville
82. W. H. Weeks
83. J. H. Tedrow
84. H. H. Mathonet
85. Lieut. Albert Keyes
86. M. Pesson-Didion

APPRECIATION OF INDUSTRIAL DEPARTMENT.

One of Kansas City's leading real estate men, whose name is withheld for obvious reasons, wrote the General Secretary a few days ago regarding a "brief" that had been prepared and furnished to him for use with a prospective big new industry whose coming to Kansas City naturally depends largely upon the way Kansas City is put up to them. The only reason for publishing the letter without the name of the concern is that others, real estate men, bankers, etc., to whom industrial inquiries come may avail themselves of the Industrial Department's facilities for handling such work.

Here is the letter:

"Dear Mr. Guild:

I desire to express to you my deep appreciation for the brief that you had prepared for us for use in our negotiations with the

Company. The brief shows that your Industrial Department is certainly well organized and efficient. The brief is one of the best things of the kind it has been my pleasure to see.

I am very sure when the Company looks it over they will express the same opinion that did their Mr. ——— when on last Friday he said, 'I cannot see how it was possible for so much information to have been obtained in such a short time.'

Please express my thanks to those of your Industrial Department who were responsible for getting the information together in such complete form."

PRESCOTT & SNIDER

FIRST NAT'L BANK BUILDING
High Grade Municipals, Corporation
Bonds, Notes and Preferred Stocks.

Local Securities



Merchandise Warehouse- ing and Distributing

BRANCH HOUSE FOR FACTORIES —
SPACE MERCHANTS — EXCELLENT
SWITCHING AND DOCKAGE

"The Service Symbol" 1316 W. 8th St. Phones M. 3002



"Under the Old Town Clock"

The Fidelity Plan
For Creation or Enlarging
of Estates
Will Interest You.
Ask for Booklet

FOREIGN VISITORS APPRECIATED BOOKLET.

It may not be generally known that the Chamber of Commerce prepared a handsome booklet on Kansas City especially for the International Trade Conference Tour on the occasion of the foreign delegates' visit to Kansas City November 7 and 8. It was a twenty-page affair, in several colors and with a handsomely embossed cover showing "The Scout" looking down from his position in Penn Valley Park over the Union Station, with Kansas City's skyline in the background.

Inside everything measured up to the standard of the Ferry-Hanly Advertising Company. The contents consist first of "Greetings" from the Chamber of Commerce to the Commercial Missions with the personnel of the Missions; a map of the continent showing Kansas City as the "Heart of America," followed by twelve pages carrying seventy half-tone illustrations, of transportation facilities, bank buildings, retail section, manufacturing plants, wholesale houses, grain elevators and flour mills, stock yards and packing houses, oil refineries and schools and churches, parks and boulevards, residences and public buildings.

Each page carries just two or three short paragraphs of reading matter, the presentation of Kansas City in an effective way be-

ing made dependent upon the illustration rather than type. Each page carries the symbol of Kansas City as the "Heart of America" and the Dallin statue as typifying the "gateway to the Southwest." At the lower corner of each page is an appropriate "Do You Know" item.

Altogether it is declared by those who have examined it closely to be the best thing of its kind gotten out for general advertising of Kansas City.

According to M. Eugene Schneider, Chairman of the French Delegation, in a letter to President W. S. McLucas, the souvenir booklet is the most attractive compilation of its kind he has ever seen. He thanks Mr. McLucas on behalf of the Missions for the specially prepared literature and congratulates him upon the production, asking that fifty more be furnished him which he may distribute in France where he is sure they will awaken the greatest interest.

Letters have been received from the chairman or secretary of each of the other missions asking for additional copies and submitting lengthy lists of names of prominent men in their respective countries to which copies are to be mailed directly.

While mentioning literature that was given out to the participants in the Interna-

(Continued on Page 814.)

Keep Your Auto Radiator From Freezing

188% Proof Denatured Alcohol

Special 85c gallon; 5 gallons \$3.90. (Container not included..)

Make your own dilutions with straight 188% proof alcohol and you will know that it is always right.

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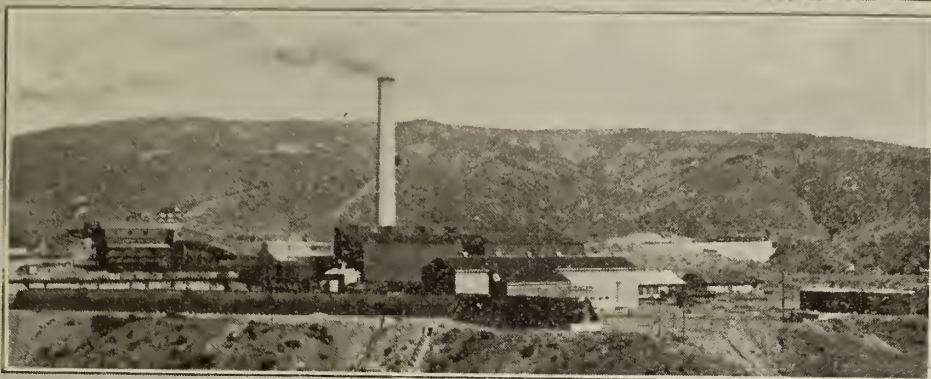
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Structural Steel!

The Kansas City Structural Steel Company is equipped to meet the big problems in steel construction. Its powerful and effective organization of experts has fabricated and erected hundreds of huge testimonials to its efficiency.

These efficiency testimonials are found not only in Kansas City and this territory but throughout the United States. The photograph at the top shows the Arizona Copper Company's smelter at Clifton, Ariz. The bottom photograph shows the smelter of the American Smelting and Refining Company at Hayden, Ariz. Both were fabricated and erected by the—

Kansas City
Structural Steel Company
Kansas City, Mo.



**PERSONNEL OF NEW COMMITTEES—Continued.
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R. C. Greenlease	William A. Osgood
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ENTERTAINMENT

(Not yet completed)

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R. J. DeLano	J. M. Mitchell
R. C. Greenlease	Herman Ritterhoff
J. Howard Harbison	J. C. Taylor
J. Frank Hudson	W. F. Thompson
F. Warner Karling	Kearney Wornall
William McGibbon	Newton L. Wylder

(AUXILIARY RECEPTION)

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F. J. Bannister	Charles S. Keith
R. R. Brewster	W. T. Kemper
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O. H. Dean	Homer B. Mann
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(Continued on Page 813.)

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(Continued.)

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F. D. Crabbs E. L. Foutch**READJUSTMENT**

(Not yet completed)

LEGISLATIVE

(Not yet completed)

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From
SINCLAIR COAL CO.**OIL AND GREASES
TRY MUTUAL SERVICE****MUTUAL OIL COMPANY**General Offices—13th and Locust
WORKS 1000 West 8th Street.
Both Phones**SEND TO
SQUIRE ELECTRICAL CO.****FOR
Electrical Repairs for
Everything Electrical**

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BOXES****FORRESTER-NACE BOX CO.
KANSAS CITY, MO.**

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**Cady & Olmstead
Jewelry Company****50 YEARS OF QUALITY**

1009-11 Walnut Street

WAR MATERIALS.

(Continued from Page 801.)

Sales Division, 140 North Broad Street,
Philadelphia or to the district office located
at 92 Edison Building, Chicago.The Department will have within a few
days catalogues and prices on the principal
commodities.**SCHOOLEY
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Fine Cigars "By the Box"
RICKSECKER CIGAR CO.

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Since 1889

**R. B. JONES & SONS
General Insurance**Third Floor R. A. Long Bldg.
Phones Main 1230**Western Newspaper Union****Advertising—Stereotypers**Our list of several hundred country news-
papers in territory tributary to
Kansas City, covers the field**Advertising Rates On Application.**

304 W 10th St.

Both Phones Main 193

APPRECIATES BOOKLET.

(Continued from Page 810.)

tional Trade Conference Tour mention should be made of the Kansas City postal cards that were handed to each one of the visitors in packages of one dozen. Selection had been carefully made of the most representative views of Kansas City and the visitors were delighted over the thoughtfulness of the committee in not only furnishing the cards but in having them already stamped for overseas delivery.

Before the visitors arrival in Kansas City there was delivered to them with their badges a copy of the industrial folder of "Kansas City Statistics for 1918." They stated that it was the first time such information had been handed to them in advance of their arrival at any point and they appreciated the advance information that it gave.

In addition to the foregoing there was at each man's plate at the informal luncheon Saturday noon one of the "Do You Know" booklets gotten out by the Industrial Department. Taking everything into consideration the visitors were introduced to Kansas City not only in a way that they could visualize, but in a way that they could and did carry home with them in tangible form.

"DO YOU KNOW" MOTTOES FRAMED.

Through the activities of Mr. Walter H. Negbaur arrangements have been made for printing the "Do You Know" items on a single sheet of paper approximately 20x30 inches and framed in a neat frame.

These are for distribution to Chamber of Commerce members who will agree to hang them conspicuously in their offices.

Members desiring a copy are asked to telephone the Chamber office. Main 119, either phone.

To Buy
or Sell

Real Estate

CALL

J. Elbert Woods Inv. Co.

Phone M. 6594 709 Commerce Bldg.

We also handle legitimate exchanges.

DO YOU KNOW

Your Oldest Retail Coal Dealer
J. H. LEONARD COAL COMPANY

"Since 1881"

Home P. Main 687 Bell P. Grand 689
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Have Your Clothes Cleaned by a Member of The Chamber of Commerce

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3922 Main St. Both Phones: South 1524

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Manufacturers of and Dealers in

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Tanks and sheet metal products of all kinds.

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Kansas City Fibre Box Co.**BOXES OF ALL KINDS**

Fibre and Corrugated

Adams and Kansas Either Phone Main 5532

Y. M. D. LUNCHEON.

(Continued from Page 807.)

with the Bureau of Standards at Washington at least once a year. Diverging for a moment he warned his hearers against admitting unauthorized or irresponsible men to their premises and displayed the badge that all employees of the Electric Light Company are wearing and which in every instance they should be required to display. He then explained how leakages occur through poor installation in the case of electricity and poor pipe connections with gas and water. Incidentally he suggested that it was much more convenient and intelligent to have meters of all kinds located where they can be reached instead of having them back of a coal pile or some such inaccessible place.

He made very brief reference to and demonstration of some of the devices that have been discovered in various places where by-passes and short circuits were established so that electricity, gas and water could be used without passing through meters, declaring this petty stealing.

He also explained how where transform-

ers are installed for big consumption the current register is on the ratio of one-sixteenth or some such proposition, demonstrating an equipment where the factor is eighty to five, or sixteen to one, necessitating a bill the amount of which is multiplied by sixteen. His presentation closed with a demonstration of the meter used for measuring steam by means of a condensation apparatus.

At the opening of the speaking program, Secretary H. S. Magill of the American Educational Association spoke briefly on the purpose of that Association being to promote the cause of education by elevation of the standard and character of the work and the securing of a well trained teacher in every school room, mentioning particularly the campaign for a Federal department of education with a cabinet officer at its head. He was followed by Father Casabell, Chaplain of the French Chasseurs, known as the "Blue Devils." He spoke for Mrs. Snider who was present regarding the Fatherless Children of France who are still in need of help from this country.

ALL THIS WEEK**To Day****—and every day
this week**

**Each Day's
Programme
will be
in the
Daily
Papers**

American Royal Live Stock Show

at CONVENTION HALL

OVER 1000 HEAD OF BLUEBLOOD ENTRIES!

\$20,000 in prizes besides the Parede trophy and the Duggan trophy offered by South American and Argentine cattle raisers! Plenty of floor space to properly display the stock to the best possible advantage! Indeed, the largest and most stupendous stock show in Kansas City's history—Come and bring your friends!

VAUDEVILLE AND MUSIC EACH AFTERNOON

Traffic and Transportation

EXPRESS COMPANY CLAIMS.

The National Industrial Traffic League has filed a complaint against the Interstate Commerce Commission making the American Railway Express Company, the Adams, the American, The Southern, the Wells Fargo, the Western, the Northern and the Great Northern Express companies defendants. The complaint is directed against the practice of the express filed a complaint with the Interstate Commission on grounds that the two year period within which suit must be brought, has expired.

Shippers are asked to furnish data of any claims which the express companies have turned down on this ground, such statement to show the following information:

Some claims which have been paid, also some claims which have been refused, after the expiration of the statutory period of two years and one day, giving specific references thereto, i. e., showing the name of the consignee, consignor, commodity, date of shipment, date of delivery at destination, nature of the claim, amount of claim, date paid or refused, shippers' and express company's number; also furnish any information as to express companies which interpret the express receipt to permit them paying legitimate claims after expiration of the statutory period.

It is particularly desirable to show that the express companies have not followed a uniform policy; also, that certain express companies have discriminated between shippers by paying some claims over two years and one day old and in declining to pay such claims of other shippers.

Shippers are asked to furnish the Traffic Department of The Chamber of Commerce this data at once in six copies so it can be forwarded to the attorneys who have charge of this case.

DUE BILLS.

Following a conference between the Kansas City Traffic Committee, representatives of the Western Weighing & Inspection Bureau, the Board of Trade, the Kansas City Hay Dealers Association, and The Chamber of Commerce, companies in turning down legitimate track grain and hay on due bills, which practice, under recent interpretations of the Western Weighing & Inspection Bureau, has been prohibited.

This is in connection with the recent form of due bill promulgated by the W. W. & I. Bureau which necessitates the insertion of the elevator at which grain is unloaded, and the date of unloading.

Track hay may be handled on due bills through the W. W. & I. Bureau, when the shipper attaches to the outbound bill of lading, copy of the switch order which he places with the carrier in connection with the car. This does not mean that the copy of the switch order must be signed by the carrier; it simply means a copy of the switch order as made out and signed by the shipper of the car of hay.

Cars of grain ordered for transfer and shipment, or for shipment, may be handled through the Western Weighing & Inspection Bureau on

due bills under the following conditions:

Seller must deliver to buyer a copy of the inspection certificate on the car, which certificate must accompany billing on outbound car to the W. W. & I. Bureau, who will pass bill of lading, together with the certificate, on to the outbound carrier, who will return certificate to shipper, with bill of lading when signed.

TRANSCONTINENTAL CASE.

The Department filed intervening petition in the so called Intermountain case, I. C. C. docket 10826. This is a complaint brought by the intermountain communities seeking a readjustment of transcontinental freight rates. The case was heard at Salt Lake City beginning November 7.

TIME LIMIT ON CLAIMS.

Senator Cummins, who is Chairman of the Senate Committee on Interstate Commerce, writes President Freer, of The National Industrial Traffic League, that the amendment proposed by Mr. Freer, which will base the two year limit for bringing suit on claims against carriers, from the time the carrier has completed the investigation and denied liability, is a fair amendment and that he will incorporate same in the railroad senate bill when it is taken up on the floor of the Senate if it is possible to do so.

BILL-OF-LADING CASE.

It is reported that the Supreme Court of the United States will hear arguments on the so called Bill-of-Lading Case, on December 8. Last summer certain transportation companies went into the Federal Courts and secured an injunction against the order of the Interstate Commerce Commission. In the bill-of-lading case. Shipping interests generally are anxiously awaiting the outcome of this litigation. The order of the Interstate Commerce Commission results from an investigation covering a period of several years and the consideration of exhaustive testimony.

CABLE SERVICE TO HOLLAND.

The Western Union Telegraph Company announces the resumption of its direct service with Holland through restoration of the special wire between its London office and Amsterdam which was requisitioned on the outbreak of the war, more than five years ago. This puts the cable service so far as communication with Holland is concerned, back on a pre-war basis.

MATTERS BEFORE DISTRICT COMMITTEES Kansas City Committee.

Docket 996. Proposed to increase minimum charge on L. C. L. traffic between North Kansas City on C. B. & Q. and Kansas City when originating or destined points beyond on lines other than C. B. & Q. from 10c to 20c. (Nov. 21.)

Docket 1008. Proposed to establish uniform distance scale of rates on brick and other clay products between points in Kansas, Missouri, and points in Oklahoma, Arkansas, Louisiana and Texas. (Nov. 21.)

(Continued on Page 817.)

TRAFFIC AND TRANSPORTATION.

(Continued from Page 816.)

Omaha Committee.

Docket 445. Proposed to add C. B. & Q. R. R. to item 281 S. W. L. tariff 62-M in order to establish through rates from origin to destination applicable on cotton seed foots, tank bottoms or soap stock when those commodities are the out-product from transit station. (Nov. 18)

St. Louis Committee.

Docket 1490. Proposed to increase valuation clause printing paper, unprinted page 503 S. W. L. tariff 14-J applying from Kansas City to Oklahoma points, to $4\frac{1}{2}$ c per lb. in lieu of present valuation of 3c per lb. (Nov. 12.)

Chicago Committee.

Docket 922. Proposed to cancel proportional rates on forest products, from tariffs C. R. I. & P. 20789-A, Wabash B-10888, A-10466 and H-9438, from lower Missouri river crossings, to points in Iowa, Missouri, Illinois, etc., (Nov. 19.)

Dallas Committee.

Docket 1272. Emergency. Proposed to establish commodity rate $72\frac{1}{2}$ c per 100 lbs. on lead and lead products in crates, C. L., from Kansas City, St. Louis, etc., to Galveston and Houston, Tex. Group points in lieu of present 5th class rate 94c. (Nov. 11.)

St. Paul Committee.

Docket 187. Proposed to establish rate 20c per 100 lbs. on grain and grain products, C. L. including grain screenings from Minneapolis, Minnesota Transfer and St. Paul, Minn., to Kansas City and other lower Missouri river points via Missouri Pacific R. R. in lieu of present rate 14c. (Nov. 18.)

RATES AUTHORIZED.

F. R. A. 12869. Authorizes rate $43\frac{1}{2}$ c per 100 lbs. on sisal and istle, C. L., minimum weight 27,000 lbs. from New Orleans to Kansas City in lieu of present rate $51\frac{1}{2}$ c minimum weight

20,000 lbs.

F. R. A. 16257. Authorizes Missouri Pacific to amend item 370 Circular 2-0 to provide for same transit on grain etc. at Kansas City and Leavenworth as now in effect at Atchison from upper Missouri river points to points in Texas.

F. R. A. 16261. Authorizes rate $9\frac{1}{2}$ c per 100 lbs. on flaxseed, millet seed and articles taking same rates, C. L., from Omaha, South Omaha, and Council Bluffs (originating beyond) to Kansas City, St. Joseph, Atchison and Leavenworth.

F. R. A. 16303. Authorizes publication of sand rates on gravel, C. L., between St. Louis, Peoria, Chicago, etc., and Kansas City and other Missouri river points as per E. B. Boyd's tariff I-L.

F. R. A. 16317. Authorizes the addition of vitrified sewer segment blocks in mixed carloads with sewer pipe and other articles grouped therewith in all tariffs applying between Arkansas, Missouri and Oklahoma.

F. R. A. 16452. Authorizes C. M. & St. P. R. R. to amend its tariff 12,200 to provide for same switching rates to and from Kansas City Light & Power Co's. plant as now in effect to and from Meriden Creamery Co's. plant.

F. R. A. 16659. Authorizes rules governing shipments of grain, seeds, hay and straw, C. L., held for inspection and disposition orders.

Bell Main 681

Home Main 9130

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Direct Distributors

"PANAMA"

CARBON PAPERS-INKED RIBBONS

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AWNING STORAGE

WE WILL TAKE DOWN YOUR AWNINGS,
STORE THEM FOR THE WINTER, PROTECT
THEM WITH INSURANCE AND PUT THEM
UP NEXT SPRING. ∴ ∴ ∴ ∴ ∴

Work Done By Experienced Men.

Awnings Stored so they will not deteriorate.

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ESTABLISHED 1870

KANSAS CITY,

MO.



Learn Something New
About Kansas City
and its
Agricultural Greatness
and
Possibilities
at the
Bi-Weekly Luncheon
Wednesday, November 19, 12:15 O'clock
Hotel Baltimore.

Everyone interested in learning, in capsule form, about Kansas City's innumerable agricultural publications, expositions and activities generally, should attend this meeting.

Adjournment at 1:45 o'clock.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF

KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 47

KANSAS CITY, TUESDAY, NOVEMBER 25, 1919

American Tobacco Company
will open big plant
in Kansas City



SOLOMON STODDARD
Second Vice-President,
in charge Industrial Department.

EVERY MEMBER SHOULD ATTEND
Heart of America Poultry Show
Convention Hall,
November 25 - December 1

AGRICULTURE

CITIES DO NOT GROW ' THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

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NO HOSPITAL TAG DAY.

The Charities Committee of the Chamber of Commerce has announced that because of the success of the recent charities drive, sufficient funds have been made available so that the committee can provide the Hospital Day Association with the funds which it ordinarily secures from a tag day.

This means that there will be no tag day for hospital purposes this fall. This is another step in the effort of the Charities Committee of the Chamber of Commerce to eliminate numerous drives and demands for funds for charitable purposes, by combining them all in one. Because of the increased number of tag days in the past few years it seems especially desirable to eliminate as many of these as possible.

WILL HELP CENSUS SUPERVISOR.

The Chamber of Commerce is alive to the necessity of a good census of Kansas City being taken next year. The directors realize how neglect in advance of the date of January 2, when the enumeration begins, might result in an incomplete census. On recommendation of the Industrial Department, which considered the matter on November 12, the Board will confer with Mr. M. Meigs Bland, Supervisor of the Census for the Fifth District of Missouri, at their next meeting.

The Industrial Committee had recommended to Mr. Bland that women enumerators be used in taking the census in place of men, thereby relieving men for other work, and with consideration of the fact that a very great number of women have received valuable business experience during the war and are well equipped to do such work. While that is true the Board of Directors wants to go further than that and will discuss how the Chamber of Commerce may go the limit in giving cooperation, at their next meeting when Mr. Bland is expected to attend and explain fully the situation.

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Visiting Kansas City's Industries	£31
Y. M. D. Luncheon	£33



"Under the Old Town Clock"

The Fidelity Plan

For Creation or Enlarging
of Estates

Will Interest You.

Ask for Booklet

Going After Conventions

THE Chamber of Commerce is adopting a bigger or at least a consistent policy in going after conventions for Kansas City. A fund of \$25,000 is to be devoted to this purpose. Convention campaigns cannot be successfully prosecuted by mail, long distance telephone or telegraph. A clear-headed and long-headed effort must be put forth along lines which will appeal to clear-headed and long-headed business men."

These are extracts from a forceful editorial in The Kansas City Journal, and it closes with the declaration that "there is not a city in America better adapted for conventions than this same Kansas City."

It is true that the Convention Bureau of the Chamber has plans for going more effectively after conventions in the future than it has in the past. Discrimination is to be used in the class of conventions sought, no 'shot-gun' policy. Those that will bring the right sort of people to Kansas City will be brought here. To do this an experienced man is being sought as a convention manager and a fund of not less than \$25,000 is being raised in order to advertise Kansas City to convention delegates and secure their attendance, in competition with cities that have larger convention budgets.

In going after a minimum of \$25,000 the Convention Committee intends to spend all of that this year instead of the meager amounts that have been invested in the past, realizing that convention getting is a business investment; that for every dollar put into the securing of a convention many dollars actually return, not merely by delegates spending money while attending conventions but in a bigger and more valuable way by splendid advertising of the city.

The committee realizes also that an amount that two or three years ago

Automatic Telephones

OFFICIAL communications have been sent to Mayor James Cowgill, President Frank G. Robinson of the Upper House and Speaker William Fleming of the Lower House of Council, and President A. F. Adams of the Kansas City Telephone Company, reporting the result of the Chamber's referendum among its members on the question of installing in Kansas City a complete automatic telephone equipment. The result of the referendum is practically unanimous in favor of the automatic, and was based on the report of a special committee that investigated the matter most thoroughly, their report, consisting of 22 pages, having been placed in the hands of every member with the ballot when asking for his vote.

In addition to the committee's report, which had previously been published in full in The Kansas Citian, there was held on September 15 a luncheon at which the proposed system was not only discussed but thoroughly demonstrated. The vote of the members therefore was taken with an intelligent understanding of the possibilities of the automatic system for Kansas City, based on the experience of those who were familiar with it elsewhere, either mechanically or in commercial use.

The Chamber's position now is that it recommends to the City Administration and to the Kansas City Telephone Company a full automatic equipment for Kansas City, to be installed as rapidly as possible in connection with the physical merging of the properties of the old Home Telephone Company and the Southwestern Bell Telephone Co.

would have accomplished so much will go only half as far today, hence the necessity on that point alone of doubling the amount to be expended in convention work, and in addition the work is to be greatly broadened.

Power Users Agree on Conservation Measures

RESPONDING to a call issued by the Industrial Committee, sixty of the larger power users of Kansas City met in the Chamber rooms on Wednesday afternoon last to consider measures for conserving power during the threatened crisis as a result of the coal strike.

Mr. R. L. Redpath, Chairman of the Industrial Committee presided and introduced Mr. H. C. Blackwell, Vice President and General Manager of the Kansas City Light and Power Company, who reported that with the coal now available the company would be able to continue operations for a period of eighteen days, provided plans were adopted which would reduce the peak load between seven and eight in the morning and four and seven-thirty o'clock in the afternoon. Mr. Blackwell pointed out that in order to be ready to handle the peak load at the hours given, it was necessary to "bank" several boilers throughout the day and that if this peak load could be eliminated or very materially reduced, it would be possible to operate without the necessity of keeping the boilers banked, saving a considerable supply of coal.

It was further shown that this would not only save a possible interruption to the service but would prolong the life of the service and permit the local industries to operate for a somewhat longer period than if such measures were not taken.

Approximately half of those present agreed to re-arrange their working schedules at once so as not to operate during the peak hours. Immediately following the meeting letters were sent to approximately two hundred power users not represented at the meeting, asking them to take similar action. To date, the following firms have agreed to this program: The Kansas City Bolt and Nut Co., The American Radiator Co., The Butler Mfg. Co., The Haywood Alfalfa Warehouse, Independence Water Works, Missouri Dairy Co., Lechtman Printing Co., Franklin Ice Cream Co., Missouri Portland Cement Co., Woolf Bros., Oxygen Gas Co., Campbell Baking Co., A. B. C. Electric Garage, American Butter Co., Russell Electric Garage, Carnes Artificial Limb

Co., Simonds, Shields, Lonsdale Grain Co., Security Stove and Mfg. Co., Schrieber Flour and Cereal Co., Kansas City Telephone Co., Missouri River Alfalfa Milling Co., H. D. Lee Mercantile Co., Black Steel and Wire Co., Columbian Steel Tank Co., Norris Grain Co., Helmers Mfg. Co., Union Bank Note Co., Chambers Estate, Chesapeake and Gulf Fisheries Co., Prince-Johnson Limestone Co., W. B. Schneider Meat Co., F. W. Woolworth Co., Geo. B. Feck Dry Goods Co., Smith and Sons Mfg. Co., Premier Tire and Rubber Co., J. G. Peppard Seed Co., L. T. Crutcher Warehouse Co., Feeder Supply Co., DeCoursey Creamery Co., Kansas City Cutlery Mfg. Co., The Scarritt Estate Co., Irving-Pitt Mfg. Co., Kornfalfa Feed Milling Co., Talbott Reel and Mfg. Co., Penrod Walnut and Veneer Co.

In some cases it was impossible to close entirely but in these cases the requirements will be reduced from fifty to ninety per cent.

The Merchants' Association, through their Board of Directors, of which Mr. Walter Jaccard is President, held a meeting on Friday afternoon at which time action was taken calling on all of their members to cut off one-third of their lights until the present emergency has passed.

On Saturday, at the request of the Industrial Department, Mr. A. M. Eisner, President of the Motion Picture Exhibitors League, and Mr. A. F. Lehman, head of the Theatrical Men's Association agreed to have the electric signs and all other unnecessary lights of the picture shows and theaters discontinued during the peak hours, the practice having started Saturday night.

Request was made yesterday for the discontinuance of all electric signs on buildings and bill boards, several having voluntarily discontinued earlier in the week, including the Loose Wiles Biscuit Co., and the H. D. Lee Mercantile Co. In the Board of Trade Building, the elevator service has been cut in half.

Every effort is being made by the Industrial Department to reduce the power load wherever it is possible to the end that all plants may be enabled to continue to operate at least on a part time basis.

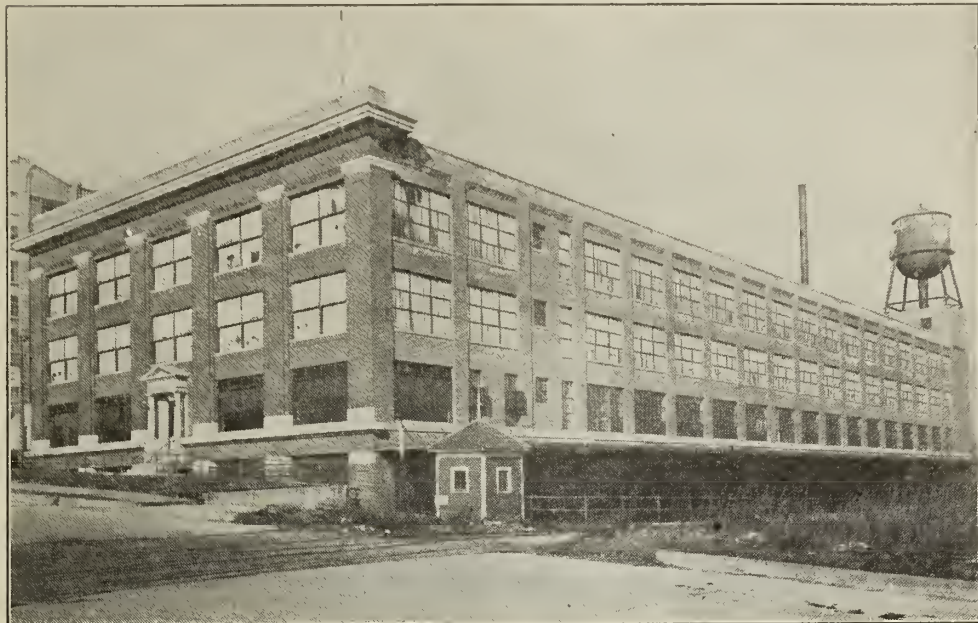
Home
Main 4560

Dreadnaught Tires

Bell
Grand 4560

United Tire and Supply Co. 1815 Grand Ave.
RITTERHOFF CLARKE STEVENS

American Tobacco Company Will Locate Cigarette Factory in Kansas City



THE above cut shows the building that will be used by Kansas City's latest industrial acquisition—The American Tobacco Co., the negotiations for which were completed during the past week.

The building, formerly used by the Maxwell Motor Company as an assembling plant, is located just east of Montgomery Ward & Co., on Independence Avenue. It is of re-enforced concrete construction, four stories and contains 125,000 square feet. It is practically a new building, in excellent condition and admirably adapted to the needs of the American Tobacco Company. The slight alterations necessary will be made at once and the company expects to start active operation in the manufacture of cigarettes about February 1.

According to Mr. J. L. Craig, Sales Manager for the western territory and who is located in Kansas City, the company will employ between eight hundred and one thousand people at the start. They will manufacture ten million "Lucky Strike" cigarettes per day. This means a daily receipt of four carloads of tobacco and a daily shipment of eight carloads of cigarettes. The manufacture of the cigarettes will be done entirely by automatic machinery.

The company will ship from this plant

to all of the territory west of the Mississippi River and into Illinois, including Chicago.

GENERAL SUPPLY DEPOT.

In addition to the manufacture of cigarettes the company proposes to make this plant a general supply depot for the western territory for all brands of cigarettes and plug tobaccos, carrying a full supply of all the various brands in stock here for shipment throughout the territory west of the Mississippi River.

The negotiations for the location of this plant in Kansas City and leading up to the purchase of the Maxwell building were conducted with Mr. W. H. O'Brien, Vice President in charge of manufacturing, with headquarters in New York City.

According to Mr. Craig, the decision of the company to locate in Kansas City was, to a large extent, the result of the brief filed by the Industrial Department in which was outlined the local situation from a manufacturing and transportation standpoint. The advantage which Kansas City has over other points from the standpoint of freight rates to the western territory, and the excellent shipping facilities here, as well as other local advantages, were largely responsible for the decision of the company.

The sale of the building was made by Mr. Hughes Bryant.

PROPOSED RAILROAD LEGISLATION.

The principles tentatively adopted by an informal conference of business men present at the recent International Trade Conference in Atlantic City, called by Mr. H. H. Merrick, President of Chicago Association of Commerce, said conference being styled "Cooperative Committee on Railway Legislation," which principles have been given distribution to ascertain the sentiment of business men and commercial organizations thereon, were given consideration by the Board of Directors at its meeting November 13.

The Board reiterated the position heretofore taken, as reflected by its vote on United States Chamber of Commerce Referendum No. 28, and directed that its views be recorded with Mr. Merrick's Committee, which has been done in a letter under date of November 17, by Traffic Vice-President, W. H. Weeks.

The Directors voted against the creation of a Transportation Board, even with the advisory powers as proposed in question No. 10 of the National Chamber's Referendum, and therefore opposed the creation of a Board with widely extended powers and duties as proposed by the Conference Committee, because of conflict with the Interstate Commerce Commission in the regulation of carriers—it being suggested that the Transportation Board's findings and certification as to sufficiency of revenues of railroads should be mandatory upon the Commission. It is suggested that any duties proposed for the Transportation Board could better be performed by existing machinery, the Interstate Commerce Commission, and the feared conflicts of regulation thereby be avoided.

Opposition is expressed to a statutory requirement that rates be such as to yield any fixed return on capital invested in view

COMMITTEE OF ONE HUNDRED NEARLY THROUGH.

The Executive Committee of One Hundred expects to have a report ready for submission to the whole committee within a short time. Any one who thinks that the committee has delayed more than necessary in making a report, would not think so, if he could see the amount of work that was necessary before a report was possible.

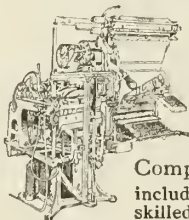
Some delay was caused because of the detail work necessary in the Committee on Financial Transactions. This committee has now its report practically ready and the Executive Committee can go ahead with the final report. This final report is being tentatively drafted by the chairman and vice chairman of the committee.

In a few weeks the work will be done and report ready for submission, first to the Committee of One Hundred and then to the Board of Directors of the Chamber of Commerce that appointed the committee.

of the fact that "capital invested," or book value, is not fairly representative of the value of the property devoted to the public service, and opposition is likewise expressed to the recapture of any surplus of any carrier or carriers above such return, for the benefit of any other carrier or carriers.

The negative vote of the Directors on the consolidation of carriers is adhered to, and opposition expressed to any legislation calculated to bring about compulsory consolidation, on the grounds that existing legal barriers against voluntary consolidation are proposed to be removed by pending legislation, and that experience should first be had thereunder before going further; and the public should not assume the effects of profit and loss from consolidations, which are properly assumable by the owners of the carriers.

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The LOWELL Press

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Christmas Cigars Christmas Candies

BUY NOW!—the supply is short.
Procrastination--Disappointment
Be ahead of the rush--Buy now.

Ricksecker Cigar Co.

"Fine Cigars by the Box."

Ninth and Walnut Streets

Kansas City—Agricultural Capital of the United States

“WHAT the American Royal needs is more room for its various exhibits in order to make it the kind of a show it ought to be, one that would bring thousands to Kansas City every year. And while there has been lots of discussion about taking the show from Kansas City, this was its original home and this is where it belongs. So far as the proposed annex to convention hall is concerned, that would be entirely satisfactory as to location and accommodations, but the annex should be a suitable building with subway connection between it and convention hall. With such a layout everybody will be entirely satisfied and Kansas City will continue to be the home of the American Royal.”

These are a few of the outstanding statements made by President R. H. Hazlett of the American Royal Live Stock Show at the Agricultural Luncheon given by the Chamber of Commerce at the Baltimore last Wednesday. This was presided over by Dr. H. J. Waters, Vice-President of the Chamber of Commerce in charge of the Agricultural Department and Editor of the Weekly Kansas City Star.

While featuring the American Royal because the twentieth annual show was then in progress, there was brought out in an interesting and impressive way, the fact that Kansas City is more the “agricultural capital” of the United States than its average citizen believes.

Mr. O. K. Quivey, formerly Agricultural Commissioner of the Chamber of Commerce and now connected with the Walker Live Stock Publications, was the first speaker. He reduced his remarks into capsule form with the familiar “Do You Know” handle, bringing out that the Walker Publications have an annual payroll of \$234,000 and use a trainload of twenty cars of print paper a year in producing the Hereford Journal, which started here in 1910, the Poland China Journal in 1914, and Poultry Culture a year ago, all semi-monthly publications.

Mr. C. M. Walbridge, followed with a snappy talk on the Heart of America Poultry Show that will open in Kansas City

November 24. He brought out such facts as that the poultry in Kansas City’s producing territory is worth more than all of the coal mined in the world in a year and that Missouri alone produces \$100,000,000 worth annually.

He told briefly of the forthcoming show in which the federal government will make entries, how the first national egg show will be held in connection with it, how there will be the champion chicken dresser of the world, whose record for plucking a chicken is fourteen seconds and that he does it in eleven movements, that there will be entries from twenty-three states, many of them from the East for the first time.

As another institution that is reaching out and bringing business to Kansas City and at the same time encouraging better agriculture, Mr. Frank Graham of the American Breeder was introduced. He explained that this is largely a technical paper that goes to the leading breeders of the country and as the result of its location in Kansas City, there are more good cattle and horses within five hundred miles of Kansas City than within any similar area in the world.

President R. H. Hazlett of the American Royal Live Stock Show was regarded as the main guest of the luncheon judging from the reception given him, testifying to the place that the American Royal holds in the hearts of all Kansas Citians.

He briefly reviewed the many years that he has been president of the show and its history, how while it used to be held at the stock yards where they had lots of room, not only for beef cattle, but for dairy cattle, draft and light horses, sheep, hogs and poultry, it had finally to move away from the yards on account of the limited accommodations so that now, it gives only a display of beef cattle. He promised however just as soon as accommodations are provided for the other features that they will be restored.

He stated that there has been lots of discussion about taking the American Royal from Kansas City, but said that even if they should consider going he could not imagine it going any place where it would

(Continued on Page 834.)

Moriarty Motor Co.

MORIARTY BLDG. 22nd & GRAND.

STANDARD EIGHT
A POWERFUL CAR
MITCHELL SIXES

SOCIAL SERVICE LEAGUE.

The "Social Service League" is the name chosen by representatives from thirty local charities which met Wednesday, November 19, for the purpose of forming a federation.

The purpose of this federation is to improve social work in Kansas City, promote coordination and co-operation and to do whatever may be necessary to bring about general improvement in charitable work.

This movement has had the active support of the Charities Committee of the Chamber ever since its inception several months ago. Several members of the Charities Committee were made members of the committee which drew up the by-laws of the new organization. At Wednesday's meeting authorized representatives from about thirty organizations were present. This includes approximately all of the leading charitable organizations of the city.

Under the plan as adopted, each organization which is a member has two representatives in the League. These representatives hold periodical meetings. Fifteen trustees are elected and they appoint the officers including an executive secretary who shall be a salaried man, experienced in social work and trained in organization and investigation.

This federation represents the combined efforts of the leading charities of the city to improve their work and to raise the whole plane of social work in Kansas City. From the standpoint of charity work this is one of the most important accomplishments in Kansas City in years. The Charities Committee of the Chamber of Commerce is doing all in its power to make it a success.

FACTORY BUILDING WANTED.

The Industrial Department has a call for a factory building approximately fifty by one hundred feet, two stories and basement, switch track not required and location not essential.

Prefer to lease. Building should be available about March 1.

CHARITIES COMMITTEE MEETS.

The Charities Committee held a meeting on Tuesday evening of last week and arranged the details of the distribution of the funds collected for charity purposes in the recent drive when a half million dollars were raised for charities in conjunction with two millions for the Liberty Memorial. The success of the drive is very gratifying to the committee and insures the continued improvement of charity work and the continuance of the charity chest for collection and distribution of funds for charity purposes.

WILL CONFER ON INTERNATIONAL FINANCE.

It is planned to hold at an early date a meeting of the local bankers and others who conferred with the delegates from Belgium, Great Britain, France and Italy, on exclusive financial affairs on the occasion of their visit to Kansas City, November 7-8. Mr. E. F. Swinney, President of the First National Bank, as chairman of that group is expected to call the meeting and to invite the chairmen and possibly others of the four groups that met with the individual representatives of the four foreign delegations.

This meeting will be for the purpose of reviewing the messages of the men from overseas, and determining what steps Kansas City may take towards readiness to participate in whatever big financial project may result from the visit of these delegations to the United States. It is believed that unless such a meeting is held and further action taken, the purpose of the tour will not be fully realized, conditions in Europe will be obliged to improve slowly, with corresponding detriment to conditions in this country, whereas, if the business men of the United States help their fellow business men across the water, business conditions throughout the entire world will be brought to the normal at a much earlier date.

Six new advertising contracts signed last week. It pays to advertise in The Kansas Citian.

SCHOOLEY
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Kansas City New Orleans

City Planning Ordinance

What It Is For and What It Provides

1. HISTORY.

KANSAS CITY has been considering city planning and city planning ordinances for a number of years. During this time several ordinances have been introduced, but up to the present there has been no result in the form of a commission with authority and funds.

Every ordinance introduced has failed, with result that Kansas City is now perhaps the only large city in the country without a city plan either completed or under way. The experience of other cities has shown Kansas City that a plan providing for the complete development of the city is necessary if the problems of traffic congestion, housing, recreation, street widening and provision for future growth are to be solved.

City planning in the United States started in Chicago immediately following the World's Fair in 1893, when the Commercial Club of that city provided funds to finance the preparation of a city plan. The work has been carried on by private subscriptions and public funds until the present time, and recently the city voted approximately \$30,000,000 in bonds to start the work of carrying out the plan.

St. Louis has had a city planning commission for about three years, already has a zoning law and has prepared street plans and plans for development of industrial districts, housing, etc. Minneapolis about a year ago prepared a comprehensive plan. Denver has a plan. Cleveland is working on a plan.

In every city it is recognized that it is as essential to plan the building of a city as it is to plan the building of a house or office building.

Early in the present year, Mayor James Cowgill became interested in city planning and a study of the work of these other cities and of present conditions in Kansas City convinced him that city planning was necessary for Kansas City. He called into consultation men in the city who were familiar with city planning, including Mr. J.

C. Nichols, then Chairman of the City Planning Committee of the Chamber of Commerce and one of the leading city planners of the United States. As a result of this study and several conferences the city planning ordinance now under discussion was drawn up by the city counselor's office. This ordinance has been passed by the Upper House of the Council and is now before the Lower House.

2. PROVISIONS OF THE ORDINANCE.

The ordinance provides that there shall be a city planning commission composed of nine members. The Mayor of the city is to be one of these members and is to act as chairman. The Mayor has the authority to appoint the other eight members and has made the statement that men of big vision and with the interests of Kansas City as a whole at heart will be named on the commission if the ordinance passes. Members are to serve for four years, except that of the first eight members named, two shall serve for one year, two for two years, two for three years, and two for four years.

The work of the proposed planning commission is not limited to such things as a civic center, the "city beautiful," and public buildings, but will be to provide a comprehensive program and plan under which Kansas City will develop in a logical way. The work of the commission, as given in the ordinance, shows the variety of subjects to be studied:

"a. The location, extension and improvement of streets and trafficways.

b. A system of widening and opening various through streets so as to relieve traffic congestion, and render the city more cohesive.

c. The supervision and regulation of the platting and opening of sub-divisions.

d. Matters of transit and transportation.

e. Parks, boulevards, playgrounds, community centers and other recreation developments.

(Continued on Page 832.)

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TO UNIFY TRAFFIC LAWS.

The Chamber of Commerce, at the invitation of the Chicago Association of Commerce, will join in a nation-wide movement for the unification of traffic laws. This on account of the great variance at present in the traffic laws in the basic principles of motor driven vehicles in the different states and even between different points in each state. The idea is to have laws that will have for their purpose unification of traffic regulations so that tourists may know how to govern themselves at all points touched in their travel, thereby making touring safer, more comfortable and more popular for the tourist and more profitable for the communities visited.

The idea of course is only applicable so far as the basic principles of motor traffic are concerned, for instance—speed, head-lights, right of way at road intersections, unnecessary noises, notice of intention to turn or stop, traffic signals, manner of passing moving vehicles, etc. The idea is to have all cities join in the movement.

Kansas City's participation will be through the Civic Department to which the matter has been referred.

DIRECTORS CAREFUL OF ENDORSEMENTS.

The new Board of Directors is going to keep the Chamber of Commerce endorsement at par by being most careful where it is given. At its meeting November 13, they had occasion to lay three of four different requests for endorsement on the table without action. After they had done so there was cited a recent instance where a European musical organization had several months before its coming to Kansas City been given a pledge of moral support—all that was then asked for.

By the time of the performance however, this had been developed by the enterprising management of the attraction into not only an endorsement, but all of the advertising matter gotten out was made to read that the event was "under the auspices of the Chamber of Commerce," implying thereby that the Chamber of Commerce was conducting it and responsible for the prices of admission, distribution of tickets and everything else of that kind, none of which was true. Hence the care with which the new Board of Directors is entering upon its year of such things.

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PAYS!

WE CLAIM

Our Bulk Chocolates equal to any \$1.00
per pound chocolates on the market.

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make your own assortment and pick only the
pieces you like best—and—oh, they are
S-O G-O-O-D!

OUR Special price 80c pound.

ANOTHER SPECIAL:

Maxine Chocolate Cherries, 69c per lb.

TWO STORES

FEDERMAN DRUG COMPANY

GUS SCHMIERER, Prest.

12th and Main

F. A. BROOKS, Mgr.

9th and Main

GEO. A. DAWES, Mgr.

Maneuvering With Charles M. Schwab

PRESIDENT W. S. McLucas had a "hunch" a few days ago that Mr. Charles M. Schwab, the steel magnate, was headed toward Kansas City. He immediately got busy and ascertained that the head of the Steel Corporation and former head of the U. S. Shipping Board was enroute from California to the east, but was planning to spend the day in Joplin, Mo., looking over some of his personal interests there. Unfortunately the train bringing him to Kansas City was so late that the arrangements to have a representative committee meet him on arrival during the evening had to be abandoned.

On returning to Kansas City from Joplin the next evening, November 18, he was met at La Cygne, Kansas, by President McLucas and eight others who rode with him for a couple of hours into Kansas City. Those who accompanied President McLucas were Messrs. Solomon Stoddard, W. S. Dickey, B. A. Parsons, C. C. Peters, Andrew Young, Joseph T. Hayden, C. R. Butler and General Secretary J. M. Guild.

President McLucas soon made clear to Mr. Schwab that the object of the committee's attention was to get him to stay over a day in Kansas City, but this Mr. Schwab proved he was unable to do by reason of having obligated himself to make an address in New York on the first anniversary of Andrew Carnegie's birthday since his death and that it would take fast traveling to make the convention.

President McLucas then unlimbered his Kansas City guns in a way that gave Mr. Schwab a short educational course on what Kansas City is, by quoting from the Chamber's "industrial statistics," the "Do You Know" capsules and the fine new booklet just gotten out for the International Trade Conference Tour. To say that Mr. Schwab was surprised and impressed is putting it mildly. Although under the impression that he knew something about Kansas City he very quickly admitted that his knowledge was limited to a few outstanding things.

That he will know Kansas City from now on is a certainty and that he will have greater interest in it he himself declared.

and promised to come back and spend a day here. He was profuse in his expressions of admiration of the western spirit evidenced by the delegation that had gone to so much trouble, as he put it, to have the conference with him. He seemed very proud of the fact that 60% of the structural steel being used in Kansas City today is Bethlehem product.

On account of his inability to stop and seemingly feeling the necessity of according his visitors some immediate compensation he told them that his good friend, Admiral John J. Jellicoe of the British Navy was expected in Vancouver, B. C., on his way from Australia: that he would travel south to California, thence across the continent through Kansas City, and promised to get in touch with him and urge him to stop for one day. He himself promised to come west again sometime the early part of December to meet the Admiral. This was immediately followed up, but only to learn that the Admiral had changed his plans and was leaving Vancouver November 19, traveling to Ottawa, without coming down into the States, his man-of-war "New Zealand" going south by way of Panama Canal to meet him at Halifax, thence for a cruise to South Africa.

The two hours spent with Mr. Schwab in his private car "Loretta" will be long remembered by those who were fortunate enough to come into this close contact with a man whom every business man in America admires, not only for his success but for his wonderful ability in the steel business and during the war in handling the U. S. shipping situation and also because of his novel and successful plan for maintaining harmonious relations with his 150,000 employees as a result of which not one of his plants was to the slightest degree affected in the recent steel strike.

The evening was spent in a general discussion of business conditions here and in Europe with which Mr. Schwab showed himself just as familiar as with domestic affairs. He was particularly interested in the fact that Kansas City is entering into his

(Continued on Page 837.)

Better Business Envelopes Can be Obtained
 through the
 use of Either Phone
MAIN 2270

Western Envelope Company
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Tanks and sheet metal
products of all kinds.
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COLUMBIAN STEEL TANK CO.

"Tanks for the World" Established 1894.
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Hudson-Brace Motor Co.

DISTRIBUTORS

Hudson and Essex Motor Cars

Main at 27th

Kansas City, Mo.

MEET TO SAVE SEVENTH REGIMENT.

On the theory that Kansas City cannot afford to be without military protection in these peculiar times President W. S. McLucas has called a meeting of a number of interested citizens for this afternoon. This meeting will be held at the Mid-Day Club at three o'clock.

It is for the purpose of hearing a report and the recommendations of a special committee appointed by the Board of Directors October 10, to investigate the statement then made that unless the Seventh Regiment is recruited to its minimum requirements of fifteen hundred men by December 31, Government aid, absolutely necessary to its continuance and successful conduct, would be withdrawn.

The Committee that has had the matter under investigation is headed by Mr. C. C. Peters, Chairman, and consists of: C. F. Holmes, R. C. Greenlease, F. D. Askew, R. L. Redpath, Walter M. Jaccard, Frank Witherspoon, Jr., Leo Crabbs, G. H. Edwards, S. J. Whitmore, R. Bryson Jones.

This committee, in asking President McLucas to call the meeting today, reports that it has information of vital importance.

The Chamber of Commerce has always been back of the Seventh Regiment, believing it one of the local institutions that should have the interest and support of the entire community. And in these troublous times when one reads of Centralia, one

QUIVEY LEAVES FOR BETTER POSITION.

Agricultural Commissioner O. K. Quivey, has left the service of the Chamber of Commerce to assume the position of Advertising Manager with the American Hereford Journal.

Mr. Quivey first came with the Chamber of Commerce in July 1918, but left the last of September 1918, to give military service as First Lieutenant in the Sanitary Corps. He returned to the Organization the middle of January 1919, and since then has developed the Agricultural Department of the Chamber of Commerce to a point where it is considered on a par with the other and older departments that are more generally recognized in connection with Chamber of Commerce work.

Kansas City is unique in its dealings with agricultural matters and steps are being taken to secure a successor to Mr. Quivey who will carry on what has already been undertaken and enlarge upon it in every way possible, under the direction of the Vice-President, H. J. Waters, head of that department.

day, Omaha, Chicago, or Boston on other days and realizes that an after-war period is one of grave uncertainty, there is little doubt of unanimity of thought and action among the thinking people of Kansas City in connection with the Seventh Regiment.

DO YOU KNOW

Your Oldest Retail Coal Dealer

J. H. LEONARD COAL COMPANY

"Since 1881"

Home P. Main 687 Bell P. Grand 689
100 Bryant Bldg.

Special THANKSGIVING Dinner

AT THE

Myron Green
CAFETERIA

12 M. TO 8 P. M.

WE SELL SERVICE
F. C. SHARON REAL ESTATE COMPANY
615 REPUBLIC BLDG.

Rentals
Leases
Sales
Property Managed

Visiting Kansas City's Industries

The Kansas City Paper House



The Kansas City Paper House, here shown, is located at Seventh and May Streets and was established as S. C. Moody & Company being incorporated under the present name in 1891. This company jobs printing and wrapping paper and according to officials of the company, carry one of the largest stocks west of the Mississippi River in one of the most up-to-date and complete paper warehouses in the United States.

The plant, they say, contains 75,000 square feet of floor space being 7 stories high, and they employ 66 people in the office and warehouse and 14 traveling salesmen who cover the states of Missouri, Kansas, Nebraska, Oklahoma, Arkansas, Texas, Colorado and New Mexico. Branch houses are maintained at Oklahoma City, Oklahoma, and San Antonio and Houston, Texas.

Locker rooms are maintained on every floor and there is a gymnasium with shower baths. The company carries blanket insurance for every employee and retires old employees on pension.

The company officials are: J. A. Carpenter, President; H. F. Field, Treasurer, and Ellis R. Jones, Secretary.

EMPLOYMENT MANAGERS' MEETING WEDNESDAY.

Mr. J. A. McPherson, Superintendent, The Jones Store Company, will be the speaker at the meeting of the Employment Managers' Council Wednesday afternoon at 3:30. This is the first time that a retail store man has been the speaker and it should attract a good representation from the retail interests, in addition to other employment men.

The fact that the attendance at these meetings has been regular, averaging around forty-five at each meeting, and that the same men are coming week after week is an indication that the meetings are proving to be of considerable value to those who take advantage of them.

Every person engaged in the employment of men and women in Kansas City is invited and urged to attend. The meeting will be held in the Chamber of Commerce rooms.

IT PAYS TO ADVERTISE IN THE KANSAS CITIAN.

ROUND UP DELINQUENT MANUFACTURERS.

When the trade directory of what is made in Kansas City, was made ready for the printer a few days ago, there were discovered 250 names of manufacturers who are not members of the Chamber of Commerce. Naturally it was immediately decided that that was wrong, that in an undertaking of that kind, being handled by the Chamber of Commerce, every local manufacturer should be a contributor to the Chamber. The determination was quickly reached to go out and pull these manufacturers across the membership line into the organization, so that they may in the future not only appreciate their obligation to the community and opportunity to serve it, but better realize the benefits that come from it.

The Membership Committee with Mr. E. B. Berkowitz, Chairman, started out from their weekly meeting last Wednesday and will have good reports when they meet later this week.

CITY PLANNING ORDINANCE.

(Continued from Page 827.)

f. The location and arrangement of public buildings.

g. Matters of housing and the regulation of height, area and use of buildings.

h. Districting and zoning the city as to use to which property may be put.

i. Improvement of Union Station surroundings.

j. Improvement of the river front, and flood protection.

k. Bridges and viaducts and the acquisition of free roadways across Missouri River bridges.

l. Encouragement of the location of industrial establishments in designated districts.

m. Such other improvements as will be for the betterment of Kansas City, Missouri.

n. To recommend such state and municipal legislation as may be necessary to carry out the plans of the Commission.

3. POWERS OF THE COMMISSION.

The commission as provided in this ordinance would be purely advisory. It would only recommend a plan to the Council. It would have no authority to inaugurate or carry out any work on its own initiative. It would make studies and investigations and recommend what might be necessary. It would then be the duty of the Council to consider these recommendations and if found desirable, provide for their adoption and carrying out.

4. OBJECTIONS.

Three objections have been raised to the ordinance as it now stands before the Council. First, that the commission is not given sufficient power and cannot be given such power under the present State Con-

Christmas Business Cards will Build Good Will—Order Now.

Friendliness dominates at Christmas time. Everyone is then especially receptive to expressions of friendship.

Take advantage of this sentiment by using Christmas Greeting Cards this year. They will have splendid effects as aids in building up good will.

Every card we produce is a work of art and a personal charm is added to each by its appropriate inscription.

Make your selection now—get first choice and be certain to get a design that is satisfactory in every particular.

'Phone for our salesman.

UNION BANK NOTE COMPANY.

Either 'Phone Main 412, 10th & Central.

stitution and city charter. It has been answered to this that very few commissions in the United States have more power.

The second objection is that the Council cannot provide funds under present charter provisions for such a commission. It has been answered to this that the commission would be in the same position in this respect as the Board of Public Welfare which is voted funds by the Council.

The third objection is that in addition to the members of the commission provided, there should be added as advisory members the president and one other member of the Upper House of Council, the Speaker and one other member of the Lower House of the Council, the Engineer of the Park Board and the Engineer of the Board of Public Works. If these were appointed as advisory only, there probably would be no serious objections if this provision were added.

The ordinance as introduced may not be perfect, but the Chamber of Commerce and other organizations of the city have taken the position that it is very satisfactory to start on and if changes are necessary they can easily be made at any time.

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Could you furnish the Insurance Company with a detailed statement of the building or equipment values.

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\$25,000 OR MORE FOR CONVENTIONS.

A quiet campaign by mail is under way this week to secure for the Convention Bureau a fund of not less than \$25,000 to be invested during the fiscal year in an effort to bring to Kansas City more conventions than Kansas City has ever had. The amount specified is a minimum and it is expected to raise considerably more than that. This will be easy if everyone called upon meets his quota.

Instead of the hotel men and retailers carrying practically the entire burden, under the old idea that they were practically the only beneficiaries, the responsibility for conventions is now laid on a much wider base.

Looking at it from an immediate dollars and cents stand-point, convention visitors to be sure have to be housed, but they also have to be fed, so that produce dealers, dairies and restaurants are immediately involved. But convention visitors do not always buy souvenirs, contrary to the old theory. Lots of times they do not have time to do anything but attend to the business of the convention, but still from the same point of view the theaters and other amusements, musicians, florists, photographers, printers and a number of others all benefit immediately.

But what is more important than the dollar spent by the delegate is the advertising that the city gets and that in the end is the big value of conventions, and strange as it may seem to some, in these days of commercial activity and crowded hotels, a convention is frequently a liability to a hotel instead of an asset.

To bring people to Kansas City or to induce them to stop over as they are passing through, giving opportunity to lay Kansas City literature before them, stimulat-

Cady & Olmstead

Jewelry Company

50 Years Young!

1009-1011 Walnut Street

ing their interest and favorably impressing them with its qualities as a home city and a good place to do business, means that sooner or later a number of them will come back or will establish a business here. An illustration of this is that within six months of the holding of an automobile accessory convention in a western city nine new establishments for automobile accessories had been located, and that is a more or less minor illustration.

If discrimination is used in going after the right kind of gatherings a class of people will be introduced to Kansas City, many of them for the first time, that cannot fail to be of ultimate benefit to the city. A convention is about the best advertising medium that a city can have and Kansas City is putting on its fighting clothes to go after a lot of the best with the realization that the job is not done when they have secured a convention, but that the Convention Bureau's obligation involves proper attention to insure the convention being a success and the visitors pleased in such a way that they will be glad to come again.

KANSAS CITY STRUCTURAL STEEL COMPANY

KANSAS CITY, MO.

STRUCTURAL STEEL FOR MINE, MILL AND SMELTER BUILDINGS
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BEAMS, CHANNELS, ANGLES, BARS, PLATES, SHEETS, REINFORCING BARS
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J. W. KAMSEY, Asst Tre**6% Farm Mortgages
Securities Company**

114 N. Y. LIFE BLDG.

KANSAS CITY AGRICULTURAL CAPITAL.

(Continued from Page 825.)

do any better than here. It was then that he gave expression to the words which form the opening paragraph of this item, and stated that because of Kansas City's location and agricultural spirit, the headquarters of the American Hereford Cattle Breeders Association had been moved from Chicago to Kansas City.

He closed with a statement that Kansas City ought to and believed that it will furnish suitable quarters for not only the American Royal but all of the other agricultural shows that would naturally be held here, and predicted that when this is done, there will be no disposition to even discuss moving them elsewhere.

Mr. M. N. Beeler, was introduced as the representative of the oldest agricultural publication in this territory, the Farmer and Stockman, which he declared covers everything of a general farm nature that is going on in Missouri and Kansas. He urged that Kansas City give more agricultural attention to Missouri and pointed to the Ozark region as the greatest beef and dairy country in the United States.

County Agricultural Agent E. A. Ikenberry was introduced by Chairman Waters as a guide and help to all farmers in Jackson County with his expert services. Mr. Ikenberry reviewed briefly the county agricultural agent movement as the result of which forty counties in Missouri now have such agents and with the movement still growing. He stated that he is employed by the state agricultural college to assist any farmer in Jackson County in any line of work, and while many farmers were opposed to it when the service was first offered, he is now in greater demand than his time and ability will meet.

Mr. Ikenberry explained that his services are applicable to not only live stock, but to fruit culture, stating that of the 4000 acres of orchards in Jackson County, 3500 acres had been pruned and sprayed this last year with the result that over \$1,000,000 worth of fruit was produced. He reviewed other activities of his work such as the boys' and girls' clubs, Hereford and Shorthorn calf clubs, home demonstration work, etc.

Mr. George Neff was received almost as

the father of all that had preceded him in the program. He told how he had come to Kansas City thirty-three years ago with \$6.35 in his pocket, how he had been attracted to the opportunity for educating and helping agriculture, particularly along the line of marketing live stock, and how although tempted by a daily uptown paper to enter that field, he and his brothers had stuck to the distinctive field which they occupied and where they could help so much until they now have a daily circulation of 250,000, employ over 500 people in their \$1,500,000 annual business at Kansas City Omaha, St. Louis and Chicago, until he feels that he is running the biggest business in the world.

He complimented the Chamber of Commerce on holding such an agricultural meeting and closed with a statement that the Chamber can do no better work than to make adequate provision for the American Royal and other shows, and as evidence of his sincerity, offered \$5,000 towards such a project any time it is wanted.

Mr. T. B. Quisenberry spoke briefly in regard to the American Poultry School, which he declared he had located in Kansas City in preference to Washington on account of necessity of being in the center of the country's agricultural section.

Mr. F. J. Smith of the Good Roads Association of Greater Kansas City closed the program by declaring in a few words that back of all live stock raising, cultivation of crops, marketing, etc., is the necessity for good roads. As an added reason for supporting good roads projects he pointed to the threatened embargo on freight in connection with the coal strike and predicted that even without this impetus, the day is not far distant when eighty per cent of the traffic within one hundred miles of any important center will be handled by truck.

He drew a mental picture, comparing Kansas City's fine boulevards with the roads radiating from Kansas City and particularly just beyond the Jackson County lines. He called attention to the fact that the railroads are so unable to furnish rolling stock that millions of bushels of wheat are rotting on the ground in Kansas and that the situation is further

(Continued on Page 837.)

**Adrian Delvaux, Mgr****"Quality Store
and
Cost No More"****1209 Walnut Street****Western Newspaper Union****Advertising—Stereotypers**

Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field

Advertising Rates On Application.**304 W 10th St.****Both Phones Main 193**

Traffic and Transportation

KATY REFRIGERATOR CAR.

Effective Tuesday, November 18, the M. K. & T. discontinued their refrigerator car schedule No. 6 for Denison and other Texas points.

RATE BILL VETOED.

The President has vetoed the Cummins Bill, the purpose of which was to restore to the Interstate Commerce Commission its pre-war rate-making power.

MEETINGS.

A meeting of the 11th Divisional Committee, representing Transfer and Storage Interests, is called for 10:30 A. M., Wednesday, November 26th, at the Department of Traffic.

DEMURRAGE ARMISTICE DAY.

The Mayors of both Kansas Cities formally declared Armistice Day, November 11, a holiday. Therefore, under the Demurrage Code, which exempts from demurrage, National, State and Municipal holidays, demurrage is not collectible for detention of railroad equipment on November 11.

FREIGHT HOUSES CLOSE THANKSGIVING.

The railroad freight houses will be closed all day Thanksgiving and scheduled I. C. L. refrigerator cars will be cancelled, with the exception of the A. T. & S. F., C., R. I. & P. and K. C. S. Those lines will operate their I. C. L. refrigerator cars, which are scheduled for Thursday (Thanksgiving), on Friday, the following day.

The Missouri Pacific will be open for inbound delivery of perishable freight until 11:00 A. M.

QUINDARO SWITCHING CHARGES.

Freight Rate Authority 16630 authorizes the carriers on 30 days notice, to cancel all specific rates to or from Quindaro, Kansas, thereby making available on carload traffic, the Kansas City, Mo.-Kans., rates in connection with reciprocal switching charge of \$5.00 per car, of the Missouri Pacific, subject to current switching absorption rules of the various Kansas City lines; also making available to or from Quindaro, cross-town switching charges of the Missouri Pacific as published in their tariff 949-B.

Some time since, the switching limits of Kansas City were extended to include the Quindaro Water Works, which previous to that time had been without the switching limits. Specific rates, however, continued in force to and from Quindaro, and the effect of this freight rate authority is merely to cancel such conflicting rates, making Kansas City rates applicable; also in place of specific rates from Kansas City, as now in effect, the cross-town

switching charges will be applied in connection with traffic originating at, or destined to, Kansas City, and destined to, or originating at, Quindaro.

GRAIN PRODUCTS MINIMA.

The Department has wired the Railroad Administration, urging the recent Freight Rate Authority increasing minimum weights on grain products, be amended so as to provide for issuance of tariffs which will allow double loading of grain products at the old minimum weights.

To induce heavy loading and to conserve equipment, the Railroad Administration recently issued authority authorizing the carriers to increase minimum weights on grain products, to 60,000 lbs. generally speaking. However, manufacturers have contracts for feed on the old minimum weights, and their customers will naturally not increase orders, and therefore the increased minimum weights, which become effective November 20 to 25, will not induce heavier or conservation of equipment. A privilege to ship the grain products in double or triple loads at the present minimum weights will have the desired effect. The average live stock feeder will not use more than 30,000 or 40,000 lbs. of commercial or mixed feeds for a season's feeding, and naturally he will not buy more than that amount.

MATTERS BEFORE DISTRICT COMMITTEES New Orleans Committee.

Docket 639. Proposed to revise rules governing elevation and storage of grain at Gulf ports also to increase charges for handling. (Nov. 25.)

RATES AUTHORIZED.

F. R. A. 15797. Authorizes minimum weight 60,000 lbs. on sugar, C. L., from producing and refining points to points on, north and east of the Missouri river.

F. R. A. 16468. Authorizes rate 10c per 100 lbs. on manure, C. L., from Wichita, Kans., to Kansas City and other Missouri River points. Similar adjustment to other points.

F. R. A. 16469. Authorizes adjustment of rates on slats, reinforced concrete, building or roofing without glass insertion C. L., from Kansas City and defined territories to points on the Santa Fe in New Mexico and Texas.

F. R. A. 16578. Authorizes rate 30c per 100 lbs. on furniture, C. L., from Wichita to Kansas City and other lower Missouri river points, and 47c to Omaha and points taking same rates.

F. R. A. 16581. Authorizes application of same rates on silicate of soda in bulk as now apply on silicate of soda, dry, in packages, from Missouri river points to New Orleans, La., and points taking same rates.

Electric Wiring—Supplies—Machinery—Repairs

DENTON ELECTRICAL SERVICE

A Shop Equipped to Furnish Anything Electrical

TRAFFIC AND TRANSPORTATION.

(Continued from Page 835.)

F. R. A. 16617. Authorizes A., T. & S. F. to amend section 10, paragraph C., A., T. & S. F. circular 2047-K naming transit privileges on grain etc., to provide the following exception. "Where point of origin is located between transit stations and point where delivery is made to consignee or connecting line, charge for out-of-line service as shown in section F-I will be made only for the mileage, point of origin to transit station (not round trip to point of origin.)"

F. R. A. 16624. Authorizes cancellation of commodity rates on acid, sulphuric and muriatic, C. L., in tariffs C., B. & Q., 4159-G and Wabash D-5595 from Kansas City and other lower Missouri river points to Atlanta, Ga., Chattanooga, Kinney, Mt. Pleasant, Nashville and West Nashville, Tenn., allowing combination of locals to apply.

F. R. A. 16634. Authorizes rate 21½¢ per 100 lbs. on cereal beverages between Kansas City and other lower Missouri river points and Omaha, South Omaha and Council Bluffs and 12¢ per 100 lbs. on empty carriers returned from Omaha etc., to Kansas City, etc., also rate of 27½¢ on cereal beverages between Kansas City and Sioux City.

F. R. A. 16879. Authorizes cancellation of rates on cement, C. L., from items 1500 and 1505, M., K. & T., tariff 3100-E, allowing rates named in W. P. T. B. tariff 133 to be applied from Kansas City to Baxter, Arkansas City and Silverdale, Kansas.

F. R. A. 16900. Authorizes rate 15¢ per 100 lbs. from St. Louis and 17¢ per 100 lbs. from Kansas City to Mideco, Mo., on iron and steel borings, filings, or turnings, C. L.

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— 551 WALNUT —

Bill Hicks

CATERING COMPANY

Commercial Work—also Homes

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BOTH PHONES

Buy Your Steam Coal

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SINCLAIR COAL CO.**Skylark Gasoline**

Made in Kansas City

AWNING STORAGE

WE WILL TAKE DOWN YOUR AWNINGS,
STORE THEM FOR THE WINTER, PROTECT
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GILLEPHONES
MAIN 4267**TIN AND PAPER CANS**

1417-1429 WEST 9TH.

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KANSAS CITY, MO.

ROOMS WITH AND WITHOUT BATH
CAFE AND COFFEE SHOP.The largest private assembly hall in
the west.

A personal attention Hotel.

Management of SAM B. CAMPBELL.

CAPITAL TO INVEST.

The Industrial Department is in touch with several parties, local and out of town, who have money to invest in live, going concerns, manufacturing or wholesale, in Kansas City. Members knowing of such concerns desiring additional capital are asked to communicate with the Industrial Commissioner.

KANSAS CITY AGRICULTURAL CAPITAL.
(Continued from Page 834.)

aggravated by the inability of the railroads to furnish cars to haul road-building machinery and materials.

On account of the slowness with which paved roads are coming, he emphasized three things as timely and necessary—first, to maintain the roads already built; second, to mark them; and third, to persuade the farmers to put up whatever money is necessary to their permanent improvement, and that this will be the greatest help that Kansas City can give to agriculture in its broadest sense.

Dr. Burnis Jenkins, Editor of the Kansas City Post, introduced the gold gem-studded sword to be presented by the people of Missouri to General John J. Pershing within a few days as the result of the Posts' leadership. He told how Congress had failed to make an appropriation for its most distinctive general, the commanding officer of the American forces in the great war, as the result of which the people of Missouri had resolved, not only to give the general a sword, but resolved to make it in Kansas City. He called attention to its original and rich design, with its diamonds, rubies, amethysts, etc., and closed with the following words of General Pershing, expressed to him personally in a conversation in France during the war: "Europe is like a burning house. Our best hope is to save a few of the charred timbers. We must punish the men who brought this on the world," and, as Dr. Jenkins said, he did, with the help of the hundreds of thousands of American doughboys.

In opening the meeting Dr. Waters called attention to the very auspicious week on account of the four great events hanging in the balance; i. e. the Coal Strike, Peace Treaty, American-Royal and the Y. M. D. Coon Hunt. In regard to the latter he announced the details.

**DIRECTORS READ THE
'NATION'S BUSINESS.'**

A leading feature of the Board of Directors meeting of November 13 was the discovery that nine of their members were not reading The Nation's Business, the official publication of the National Chamber of Commerce. Steps were immediately authorized to overcome that condition.

According to President W. S. McLucas. The Nation's Business is a business man's magazine that every up-to-date business man should read, and this might be applied further—to every member of the Chamber of Commerce. Anyone desiring information about it is referred to the General Secretary although The Nation's Business is now on sale at all leading news stands.

CHARLES M. SCHWAB.

(Continued from Page 829.)

line of business through the construction by the Kansas City Bolt & Nut Company of an open hearth steel plant. In this connection he announced his intention to establish in a thousand or more second, third and fourth class cities steel supply depots and fabricating plants from which the local demand for columns, beams, or anything else could be secured without several weeks' or several months' delay as at present—something like the existing lumber yards. And for Kansas City he intimated that there would be located here a depot on a proportionately large scale.

When the party left him at the Union Station that evening his last assurance was of greater future interest in Kansas City and a desire to come back and spend a day at the earliest possible date.

RALPH W. BROWN & CO.**STOCK & BOND BROKERS.**

Dealers in Unlisted and Curb Oil, Mining and Industrial Securities.

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Bell Main 5125
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Kansas City, Mo.

Y. M. D. Luncheon

November 26, 12:15

Francis I Room

Baltimore

Hotel

Two 20-Minute Talks

Coal--Harry N. Taylor,

Pres't National Coal Operators' Association.

Business Bills in Congress

Honorable Wm. T. Bland,

Congressman Fifth District.

Every member should attend.

Yodeling, Macarism, Discussion
Prizes

W. MALCOM LOWRY,

Vice-Pres't, in charge.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 48

KANSAS CITY, TUESDAY, DECEMBER 2, 1919

Every Member
Should Scrupulously
Observe the
New Rules for
Fuel Conservation
on back cover.

W. S. McLUCAS,
President.

"SAVE THE SEVENTH"

will be the text of the

Bi-Weekly Luncheon

Wednesday, December 2, 12:15 o'clock
HOTEL BALTIMORE.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

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What To Do With Government Owned Ships

DURING the next two weeks three of the important committees of the Chamber of Commerce will devote a lot of time to what is known as Referendum No. 29 of the National Chamber of Commerce, on the report of their committee on ocean transportation regarding government owned merchant ships. These committees are the National Affairs of which Mr. Charles S. Keith is Chairman, the Traffic Department Council of which Mr. W. H. Weeks is the head, and the Foreign Trade Committee of which Mr. John Fennelly is Chairman. To these three committees the Board of Directors

at its meeting November 13, entrusted this referendum so that a report might be made back to the Board, with recommendations, in time for the Board to finally pass upon the matter and cast the Chamber's ten votes at Washington on or before December 15.

While business men and chambers of commerce generally realize more than they did before the war the importance of ocean transportation the local interest has been intensified since the visit of the International Trade Conference Tour to Kansas City on November 7-8. In the various conferences between Kansas City business men and the delegates from Belgium, Great Britain, France and Italy credits and finance were the main topics, but in every such group meetings the shipping situation and rates for ocean transportation were referred to on account of their vital effect on international trade. The information gained from the four Missions will be helpful to the Chamber's three committees in their deliberations.

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"Under the Old Town Clock"

The Fidelity Plan
For Creation or Enlarging
of Estates
Will Interest You.
Ask for Booklet

Mississippi Valley.

THE Mississippi Valley Association is a new body whose purpose is the proper education of Congress on what the Mississippi Valley is and what it wants. When the Association was formed some months ago it was realized that the Mississippi Valley had been considered much the same as China, a big giant, dormant, one that had fallen into the habit of knocking timidly at Washington and asking for things in a suppliant way.

The disposition of America's great valley has changed. Its business men have realized that working together they can make this great valley not only more productive and beneficial to itself, but more valuable to the nation, particularly by developing and making known its value as a north and south transportation route to relieve the old established and mainly recognized east and west route.

Unfortunately, when thinking of foreign trade the average mind thinks first of Atlantic Ports, forgetting the numerous and well equipped ports of the Gulf. They forget also that so far as this section of the country is concerned it is approximately half the distance to the Gulf as it is to the Atlantic Coast and there is not the rail congestion to the south that there is to the east; further, that here is river transportation practically unused.

It is the purpose of the Association to so impress the administration that the Gulf Ports will have the same or at least proportionate recognition as the Atlantic Ports when it comes to allocating ships, establishing sailings, etc.

The Association will meet for the first time in the Nation's Capital, December 8 and 9. It is expected to impress Congress with the earnestness of the business men of the Mississippi Valley and with their determination to have recognition by right rather than by petition.

Conventions.

CONVENTIONS are recognized as one of the best advertising mediums a city can have. Kansas City has always benefited from conventions. These facts are so well established that it is unnecessary to go into detail.

In order to secure conventions, especially those that are considered worth while, it is necessary to have a fund sufficiently large to do proper advertising and also to have a man constantly on the job whose business it is to land the most desirable meetings.

The Convention Committee wants to be in position to go after gatherings as large as the national conventions of the great political parties without having to go outside of its fund and "pass the hat." To do this the Committee is now soliciting subscriptions to an annual fund that will be subject to call and that will automatically renew itself at the expiration of each year.

The minimum of \$25,000 being raised in Kansas City is little enough when there is taken into consideration the advanced cost of everything and the keen competition of other cities that have much larger convention funds, several of them \$100,000 or more.

Subscriptions are being sought from not only hotels, retail merchants, restaurants and theaters, but from produce dealers, real estate men, amusement parks, automobile dealers, wholesalers, musicians, cigar stores, florists, dairies, printers and others, all of whom benefit in one way or another.

As soon as the convention fund has been assured the machinery of the reorganized convention bureau will be put into operation for the benefit of all of Kansas City.

Calls to the Chamber of Commerce regarding coal should be made to Industrial Commissioner E.W. Mentel.

CHAMBER BACKS SEVENTH REGIMENT.

President W. S. McLucas called a meeting of persons interested in the Seventh Regiment at the Midday Club, Tuesday afternoon, November 25, at 3:00 o'clock, in order to acquaint those invited with the results of the investigation made by the committee on Seventh Regiment a report of which was submitted by the chairman, Mr. C. C. Peters.

This report showed that the Government has notified the officers of the Seventh Regiment that Federal aid will be withdrawn unless the regiment is recruited to a minimum strength of 1,350 men before December 31. It was stated that withdrawal of Federal aid means that the Government will recall uniforms, arms, ammunition, tentage, field equipment and all other Federal property valued at over \$100,000.00 which is now in possession of the regiment. It was the sense of the meeting that no effort should be spared in assisting the officers in a recruiting campaign to build the regiment even in excess of the minimum requirements. About sixty firms were represented and all pledged full support. The following resolutions were unanimously adopted.

WHEREAS the Seventh Regiment Infantry, National Guard Missouri is asking for volunteers and

WHEREAS the Regiment is necessary to the welfare of the community and

WHEREAS it is an honor and a benefit to belong to it, therefore be it

RESOLVED that all employers of men in Kansas City, Missouri, be requested to co-operate with the Seventh Regiment Infantry and to assist it in recruiting the Regiment to full strength, and be it further

RESOLVED that it is the sense of this meeting that employers be asked to excuse their employees for Military Service and make no deduction for time lost while an employee is absent on Military duty and active in Service.

President McLucas announced that the Bi-weekly Luncheon Wednesday, December 3, would be devoted to the Seventh Regiment recruiting campaign at which time the invaluable service of National Guard Organizations to Kansas City in the past and the advantage of membership in such organization, both to employer and employees, will be fully explained.

NEED FOR INCREASED HOUSING.

The entire meeting of the Industrial Committee last Tuesday noon was given over to a discussion of the needs for increased housing facilities in Kansas City and plans for meeting them, this having been made the special order of business for that evening.

The committee is alive to the situation, realizing that with housing facilities scarce at the present time, the situation is going to become very acute within the next six months. A new condition will arise due to the increased demand for labor which is bound to follow the opening of the American Tobacco Company and the National Cloak and Suit Company plants about the first of February. These two concerns, together employ in the neighborhood of 2,000 persons. In addition to that the Kansas City Bolt and Nut Company will require several hundred additional employees when their steel plant is completed, the Black Steel and Wire Company several hundred with the opening of their new steel plant, as well as several other industries in the Blue Valley District, in addition to the increased demand for workmen in other parts of the city, including the Kansas City Structural Steel Company where large additions are now being made.

In order to insure the necessary employees for this increased industrial activity housing facilities must be furnished and it is the intention of the Industrial Committee to follow this matter through to a conclusion. Just what plan will be adopted has not been determined. At the meeting last Tuesday plans that have been adopted in various other cities, including Detroit, Mich., Bridgeport, Ct., Lockport, N. Y., Worcester, Mass., Kewanee, Ill., Williamsport, Pa., and other cities, were gone over and plans made for another meeting of the committee this afternoon when this same subject will be made a special order of business.

To the committee meeting this afternoon the committee has invited Mr. Herbert V. Jones, President of the Real Estate Board, Mr. A. J. King, Kansas City Contractor, and Mr. Fletcher Cowherd, Sr. The committee desires to discuss with these two gentlemen the whole situation and secure from them the benefit of their experience along this line, both having had an experience which will be invaluable to the committee.

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Coal Situation

MR. HARRY N. TAYLOR, President of the National Coal Operators Association, at the Y. M. D. luncheon last Wednesday, gave those who were fortunate enough to get into the crowded Francis I room the first insight of the real situation resulting from the coal miners' strike.

In his introduction he stated that the greatest catastrophe that had ever threatened the nation is now up to the common people, that it is up to them to decide, not between the striking miners and the operators, but on the actual issue—trades union domination versus the United States Government. The miners' strike, he said, is just one link in the chain that trades unions are trying to fabricate for the control of the country, and that the steel strike, and the threatened strike of the railroad workers are other links.

He reviewed briefly the result of the coal miners' organized efforts from 1898 when John Mitchell secured an eight hour day, with a way of settling strikes without stopping work. He commended John Mitchell most highly for his ability and fairness, and deplored his recent death.

Speaking of the amount of coal produced he stated that 500 million tons of coal are used annually by this country, but that production was increased to 580 million tons during the war, and credited the miners with patriotism during the war equal to that of any other class. During the war the miners were working under what was known as the Washington agreement, this agreement to remain in effect until April 1, 1920, unless peace should be signed, that this agreement is a blanket proposition, covers all other contracts and therefore is the only one now in effect, that it includes not only the miners but the operators and that this agreement is the one that the miners are now violating.

The present strike, Mr. Taylor stated, is the result of a convention held in Cleveland at which was formulated a demand for a 60 per cent increase in wages and a reduction of working time from 8 to 6 hours a day and five days a week which, allowing for the time going to and coming from work, would mean actually about five hours work a day, or 25 hours a week as against the present working time of 48 hours.

Taking a driver of a mine mule as a sample of the lowest paid employee, he explained that such a man is now paid \$5.00 a day, but under the arrangement sought would be paid \$8.00 for a net day of five hours, and with double pay for over-time would amount to \$3.20 an hour for driving a mule. He declared that it takes six days a week of eight hours each day to produce the amount of coal necessary for this country to have. He quoted Secretary of Labor Wilson in regard to the miners demands, to the effect that they are absolutely impossible to meet, either as to the reduction of working hours or the 60 per cent increase. He quoted Senator Frelinghausen as having said that the new terms would add to the cost of coal produced thereunder one billion dollars a year, a per capita of ten dollars, which for a family of five would represent \$50 a year and would also act directly against all industries. The railroads of this country, he said, use about one-third of the production of coal and this added cost to them alone would amount to 300 million dollars per year, over and above the one million a day loss that the railroads are now experiencing.

Mr. Taylor stated that whereas in the past the rank and file of the coal miners had been content to work under their officers there was at the Cleveland Convention developed a new disposition, that the miners' representatives at Washington could not definitely agree to anything until the same had been ratified by the miners themselves in a convention, and that this is illustrative of the fact that for the first time in 25 years the officers of the miners do not govern.

How the government had been tricked in the alleged calling off of the strike, he then explained, making clear that the heads of the strikers had not rescinded the striking order in the formal manner that the strike had been called, and that no miners have gone back to work except at Victor, Colo., where the Miners' union had an official rescinding order. The fact that Colorado is not an organized state and that the union men at Victor would lose out if they maintained their position was given

(Continued on Page 852.)

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**MISSISSIPPI VALLEY
ASSOCIATION CONFERENCE.**

An important conference of the Mississippi Valley Association will be held in Washington December 8 and 9, immediately preceding the National Rivers and Harbors Congress. Headquarters will be in the New Willard Hotel. Governors, mayors of principal cities, senators and congressmen and representatives of civic and commercial organizations will attend.

Kansas City will naturally be represented as it is the headquarters of what is known as Zone No. 3 of which President W. S. McLucas is the head as a vice president of the Association. There are eight zones in the Association covering the territory that lies between the Alleghany and Rocky Mountains. The territory of Zone No. 3 comprises Western Missouri, all of Kansas and Oklahoma, eastern part of Colorado and northern parts of New Mexico and Texas.

The program of the Washington conference has been sent out in the following form and members of the Chamber of Commerce who can attend are asked to communicate at once with Assistant to the President, E. M. Clendening:

December 8: Delegates to meet in preliminary conference with Senators, Governors and Representatives.

December 9: Group conferences with various Senate and House committees, government agencies and commissions, such as Shipping Board, Railroad Administration, Agricultural Department, Department of Commerce, etc.

Note: These meetings to be arranged by definite schedule.

Personnel:

200 or more delegates representing all zones, Governors of states, Mayors of principal cities, all officers and directors of Mis-

issippi Valley Association, officers of principal commercial organizations, Agricultural organizations, Waterway and Highway Associations. (Zone vice presidents to be responsible for personnel of each delegation.)

Note: No substitutes and no alternates—Delegates must be principals and executives of institutions they represent.

Organization.

Separate committees to be organized in advance and authorized to prepare briefs and present arguments before proper official bodies in Washington. Note: Each committee to be supported by entire delegation at each hearing or conference. All action to be unanimous as to policy.

Working Program:

a. Agriculture: Increased production; better markets; conservation; educational campaigns; square deal legislation.

b. Railroad matters; Co-operative Committee on Railroads, Rail and Water Rates, campaign against "joker" legislation, bill of lading.

c. Waterway Development Projects for the Valley; Appropriations to complete definite program.

d. Highway Development Projects for the Valley; Moral support for Highway Department.

e. Shipping Board: Allocation of ships, Justice for Gulf Ports, Merchant Marine Policy, Zone Ports Investigation.

f. Foreign Trade, Foreign Exchange, Finance, Banking.

Note: Details later with personnel of committees, also schedule of hearings and conferences.

Dinner Program.

Senators and Representatives will be the guests of the M. V. A. on evening of December 9. All delegates invited—estimated attendance about 400.

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Local Fuel Situation

A T A Mass Meeting called by the Chamber of Commerce Sunday morning, and which was attended by over eight hundred of the most representative citizens of the two Kansas Cities, including the two Mayors, the sentiment was unanimous that Federal troops be sent here at once to protect those disposed to work in the switch yards of the two cities. This determination took the form of a resolution backing the two mayors in a request they had already made.

With but 125 carloads of steam coal and 325 of domestic coal in sight, much of which would have to be held for emergency use in hospitals and water works, with none in retail yards and with the fuel oil situation getting nearly as bad as the coal, the best prospect was for a three days' run unless augmented by the efforts of the Fuel Committee to bring additional coal and increase the supply of oil. These were some of the statements made by Mr. C. H. Markham, Kansas City representative of the Federal Fuel Administration.

Mr. J. D. Dewan representing W. M. Corbett, Chairman of the Regional Committee of the Railroad Administration, told of

the so far unsuccessful effort to bring in more coal and how the seriousness of the situation had been multiplied by the switchmen going out on strike, necessitating the most drastic conservation of coal and oil.

Mr. E. R. Sweeney urged cutting down all lighting to one-third usual consumption, stating that the normal light load is equal to the power load.

Mr. Solomon Stoddard discussed the idea that the Fuel Committee had had for a complete shut-down of all business Monday morning but that it had finally been thought inadvisable and better to avoid hardships to thousands of workers, but that this conclusion makes it all the more necessary to conserve. He reported several individuals and concerns having sought exceptions to the fuel committee rulings but stated the orders already issued would stand, subject to later amendment to meet worse or better conditions. He told how the Chamber of Commerce had sent representatives to Chicago and Denver to divert and to buy coal in the Chambers' name but for distribution by the Fuel Committee, also for starting the stripping of coal in Bar-

(Continued on Page 850.)

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DR. WATERS APPOINTED BY PRESIDENT WILSON.

According to press dispatches of November 20 President Wilson has appointed a new Industrial Conference and has called a session to be held in Washington December 1. While this is of interest to all members, their interest will be intensified by knowledge that of seventeen men composing the new Conference, Doctor H. J. Waters, Fourth Vice President, head of the Agricultural Department, and Editor of the Weekly Kansas City Star, is one.

According to the press the Conference will be composed of government officials, business men, former members of the Cabinet, and former governors of states, and will carry on the work undertaken by the National Industrial Conference which recently foundered on the rocks of collective bargaining.

The personnel of the Conference so far announced is:

W. B. Wilson, Secretary of Labor
Thomas W. Gregory, former United States Attorney General
George W. Wickersham, former United States Attorney General
Herbert Hoover, former Food Administrator
Oscar S. Straus, former Secretary of Commerce
Henry R. Robinson, Pasadena, Calif.
Frank M. Taussig, former Chairman Tariff Commission
Samuel W. McCall, former Governor of Massachusetts.
Martin H. Glynn, former Governor of New York
Henry C. Stuart, former Governor of Virginia
W. O. Thompson, Ohio State University
Richard Hooker, Springfield, Mass.

George T. Slade, St. Paul

Julius Rosenwald, Chicago

Owen D. Young, New York City

H. J. Waters, editor The Weekly Kansas City Star

Stanley King, Boston

The purpose of the conference is to lay a foundation for the development of standards and machinery within the Nation's industries by which industries may be conducted with regard to justice and fair dealing and that the workmen will feel induced to put forth their best efforts to the end that the employers will have an encouraging profit and that the public will not suffer at the hands of either class.

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City Planning in Chicago.

KANSAS City audiences have often been told Chicago was a leader in city planning in America. The development of the Chicago plan is told in a recent book, "What of the City" by Walter D. Moody, Managing Director of the Chicago City Plan Commission.

The following is a summary from two chapters of this book and outlines briefly some of the principal steps in the making of the Chicago plan.

The germ of the idea which finally grew into the Chicago plan, came at the time of the World's Columbian Exposition in Chicago in 1893. Mr. Daniel H. Burnham, architect for the Exposition and other directors of the Exposition, all business men of Chicago, developed the thought of making permanent the grounds and buildings of the Fair. First it was suggested that the Fair grounds be made a public park, and leading from this, that the lake front be filled in to make parks, play grounds, bathing beaches and drives. Almost immediately suggestions for a complete city plan were made but it was not until 1903 that they took any definite form.

The Commercial Club and the Merchant's Club, both small clubs of business men, took the proposition up and made an effort to get some of the work started. It was not, however, until 1907 when the two Clubs, the Commercial Club and the Merchant's Club had merged, that a committee with means to make a complete plan was organized. For eighteen months this committee worked almost day and night. Mr. Burnham was the chief architect and was in charge, furnishing all the office space, as well as unlimited time. Engineers, architects and artists were employed. During this time the committee held eighty-three meetings and two hundred conferences.

In February, 1908, the complete plan was presented at a dinner of the Commercial Club. It was taken under consideration by the Club and finally adopted and published in 1909. It was then agreed that the next important thing was to have the plan officially adopted by the city and put into

operation. To do this the committee asked the City of Chicago to appoint an official plan commission. This was done in the fall of 1909. Since that time the commission has been at work making detailed plans for improvements and getting these improvements under way.

Prominent among the specific improvements worked out and under way are, Twelfth Street widening, widening and extension of Michigan Avenue, planning and building of the Lake Front Park, planning for new passenger terminals and provision for adequate transportation facilities, double decking of South Water street, and many others. The work now under way when completed will have cost \$150,000,000.00. Recently a large bond issue was voted to undertake some of this work.

In developing the plan and carrying it out, Chicago has recognized that a most important factor is the creation of public sentiment. Therefore, during all these years active work in publicity has been maintained. Most of the funds for this publicity as well as the making of the original plan were supplied by members of the Commercial Club. Of the total expenses of the committee and commission of \$402,000, members of the Commercial Club subscribed \$303,000 and the city appropriated \$99,000.

The results of city planning in Chicago have been of enormous benefit to every city in the country and furnish valuable experience for a city planning program in Kansas City.

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	Sirloin Steak	Round Steak	Plate Beef	Pork Chops	Ham
1. Cincinnati, Ohio.	\$0.347	\$0.346	\$0.197	\$0.434	\$0.585
2. Dallas, Texas. ....	.381	.373	.233	.438	.588
3. Indianapolis, Ind. ....	.384	.384	.157	.448	.599
4. Kansas City, Mo. ....	.368	.347	.186	.424	.568
5. Little Rock, Ark. ....	.372	.348	.195	.434	.575
6. Memphis, Tenn. . . . .	.408	.381	.216	.450	.594
7. Minneapolis, Minn. ....	.355	.341	.157	.431	.608
8. Omaha, Neb. ....	.405	.379	.185	.426	.603
9. Rochester, New York ....	.417	.388	.203	.477	.564
Average of Average.....	.382	.365	.195	.440	.576
Kansas City Rank.....	3	3	3	1	2

CONVENTION CAMPAIGN
GOING STRONG.

Chairman Alonzo B. Clark of the Conventions Committee has reason to be pleased and proud of the returns to his letter of November 24 asking for renewals of subscriptions from those who have been subscribers to the Convention Fund and for new subscriptions from those who have not been subscribing in the past. The first mails that could possibly have brought replies brought several subscriptions and this continued throughout all of last week, testifying to the interest that Kansas City business men have in promoting conventions and their willingness to contribute to the fund necessary to land them.

While \$25,000 has been the one amount mentioned this has been considered by the Committee right from the start as the minimum amount, and from present indications it ought to be exceeded. This will have the effect of reducing the amounts that the various subscribers will be called upon to pay. The plan of the committee provides for assessments being made from time to time as money is needed and assessments will be made only for such amounts as can be judiciously expended throughout the fiscal year, October 1, 1919 to September.

(Continued on Page 853.)

TABLE LOCAL DAYLIGHT SAVING.

The suggestion of Mr. B. W. Harwood of the Gabel-Johnson-Harwood Brokerage Company and request from the National Daylight Saving Association for the continued agitation for daylight saving through the summer months were considered by the Board of Directors at its meeting November 13 and laid on the table. While daylight saving is seemingly a live issue in some parts of the country especially in the East, it is the business men's judgment that a local ordinance to apply only to Kansas City would be a mistake and they do not care to advocate it.

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Milk (Fresh)	Eggs (Strictly Fresh)	Bread	Potatoes	Rice	Sugar (Granulated)	Coffee	Flour
\$0.140	\$0.496	\$0.99	\$0.46	\$0.151	\$0.116	\$0.431	\$0.75
.180	.503	.100	.66	.159	.113	.537	.73
.130	.519	.97	.56	.154	.112	.513	.72
.150	.529	.100	.47	.152	.119	.490	.69
.180	.533	.100	.56	.152	.116	.528	.75
.180	.524	.100	.57	.154	.114	.523	.74
.130	.501	.96	.37	.156	.112	.529	.72
.144	.501	.100	.49	.150	.111	.497	.70
.140	.611	.100	.55	.157	.108	.449	.74
.153	.524	.98	.52	.154	.111	.499	.72
6	7	4	3	3	9	3	1

ECHO OF INTERNATIONAL CONFERENCE TOUR.

The following is a reproduction of a letter received a few days ago from Mr. John N. Van Der Vries, Secretary, Central District of the National Chamber of Commerce, with headquarters at Chicago. He accompanied the international Trade Conference Tour on its visit to Kansas City, November 7-8. The letter speaks for itself.

DO YOU KNOW.

that the members of the International Trade Conference have been most outspoken in their praise of the delightful hospitality experienced in Kansas City?

DO YOU KNOW.

that the finesse with which all details had been worked out was a marvel to them?

DO YOU KNOW.

that they will leave for Europe with the name of Kansas City firmly fixed in their minds as The Gateway of the Southwest?

DO YOU KNOW.

that you made a great hit?

STILL WORKING ON NEW QUARTERS.

In order that there might be no interruption to the negotiations with the Kansas City Athletic Club for new quarters in their new building, the Board of Directors, at their meeting last week, appointed the old House Committee as a Special Committee to continue the work they had begun. The members of this Committee are:

W. S. McLucas, Chairman.

H. L. Benjamin Geo. S. Hovey
Franklin D. Crabbs E. L. Foutch

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LOCAL FUEL SITUATION.

(Continued from Page 845.)

ton county and stopping the big eastern movement of fuel oil that leaves an insufficient supply of tank cars for western necessities.

Messrs. L. H. Chapman of Kansas City, Kansas, R. L. Redpath, J. D. Dewan and Colonel E. M. Harber spoke in regard to supporting the Fuel Committee and also in seeing to it that the community is not tied up by any small number of men. Mr. Harry N. Taylor reviewed the nationwide situation as covered elsewhere in this issue, adding that an effort is being made to bring coal from Colorado, Wyoming and Arkansas.

President Pinkerton of the school board told how, on learning the situation, he had agreed to the closing of all schools and offered the 3500 tons of coal on hand to the Fuel Committee.

Mayor Mendenhall of Kansas City, Kansas, promised protection to anyone helping to switch cars and backing to the fuel committee.

Mayor James Cowgill believed the first thing to do to meet the switchmen's situation was to get troops out to protect those who would work.

The meeting was thrown open by President Walter S. McLucas who presided, for questions and discussion and a score of men spoke from the floor, regarding the gas supply, use of wood, trucks, etc.

Mr. P. W. Goebel urged getting General

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Wood on the job and urged ostracism for any slacker. He was followed by Colonel P. J. Kealy who said the 23,000 tons the Street Railway Company has on hand would be available for heating as against car service, if needed.

Mr. J. W. Perry, speaking for the banks, reported them in excellent condition and ready to extend assistance to all lines of industry especially large employers of labor, that no loans will be called except when borrower is not cooperating with the fuel authorities. He closed by urging that instead of considering closing up business that the mines be opened and the railroads operated as they should be.

A resolution was introduced by Mr. Walter S. Dickey, and adopted, that the mass meeting go on record in backing up the mayors of the two cities in their request to the governors of Missouri and Kansas to take steps necessary to bring federal troops immediately to Kansas City.

A second resolution was adopted on the suggestion of Mr. C. C. Peters unanimously endorsing the fuel committee's order and pledging to back them to the limit.

On motion of Bishop Lillis a vote of confidence in ex-service men was recorded.

It was agreed that every one present considered himself a member of a large citizen's committee and every one present registered, subject to the call of President McLucas.

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Y. M. D. Luncheon

THE Y. M. D. luncheon last Wednesday was unusual in many respects. In the first place there were 326 members present, and in addition to the usual interesting Y. M. D. program conducted by Vice President W. Malcom Lowry there were two speakers of National repute, Mr. Harry N. Taylor, President of the National Coal Operators Association and Congressman William T. Bland of this district.

Mr. Taylor's talk on the coal situation is of such vital importance to the full membership that it is covered by a separate article in this issue and appears on page 843.

Before the speakers were introduced Mr. W. E. Smith told briefly of the coon hunt conducted by 56 members of the Y. M. D. the evening of November 22. He told how new methods had been introduced this year, that instead of following the coon dogs they had made themselves comfortable around a fire and left the hunting of the coons to the dogs and guides, and how after the dogs had found the game they all went to see what it was, but unfortunately the coon turned out to be something else and not what they had gone after. He finished his brief recital by presenting Mr. Louis Landers, who managed the hunt, with a real coon of the ebony variety.

Judge William T. Bland, Congressman from the Fifth District, filled the balance of the program by touching briefly on the aero mail service which is being established between New York and San Francisco, several important bills now before Congress affecting business, and the improvement of the Missouri River.

Regarding the position of the Post Office Department, Mr. Bland stated that they incline to what is known as the Northern aero mail route from New York to Chicago, Omaha and Cheyenne, but that he is working with the House Committee on Postal Affairs for consideration of what he named the middle route, i. e., New York, Chicago, Kansas City, Wichita, Clayton and Albuquerque, N. M., Prescott, Ariz., and Los Angeles, and while this route is 266 miles longer than the Northern one this is more than offset by giving better service, safety, and serves the greater number of people.

He urged that Kansas City do something at once to secure recognition of this route, explaining that if this is done mail leaving New York in the morning at 5 a. m. would reach Kansas City at 7 p. m. the same day, night run to Clayton and reach Los Angeles the next day at 1 o'clock and

San Francisco at 5 p. m. It will be necessary, he said, for Kansas City to take this up with other cities along the route and insure their cooperation, in providing landing fields, hangars, water, etc.

As an introduction to the different bills relative to business he stated that time there was when business men knew where they stood, but that now they do not. As a sample he introduced H. R. No. 8315 which affects every manufacturer, wholesaler, jobber and retailer and stated that it is the purpose of this bill to reduce the high cost of living, but instead it will, if passed, increase the cost of things, that one of its provisions requires every manufacturer, jobber, wholesaler and retailer to secure a license to conduct business; further, requires that each article exposed or offered for sale show the original cost price, under penalty of a maximum fine of \$5,000, or imprisonment, or both, and that each article not so marked constitutes a separate offense. He also stated that a similar bill had been introduced in the

(Continued on Page 854.)

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COAL SITUATION.

(Continued from Page 643.)

as another reason for their returning to work.

Mr. Taylor made the statement that if steps are not taken and taken immediately to remedy conditions the country will be in a worse fix than during the war.

The effect on Kansas payrolls, he said, would be to increase the cost of mine run coal from \$2.69 to \$7.10 per ton. Speaking of Kansas City's consumption, he said that it takes on an average of 4,580 tons per day, that at the present time there are 610 carloads available of which one-half is slack, and that on the basis of average consumption the supply would last six days. Regarding additional supplies he stated that the only places coal can be had is at the non-union mines of Pennsylvania, West Virginia, Indiana, Colorado and Utah, but that all of these combined produce only a little more than one-third of the normal production and that the only way that Kansas City could get Utah or Colorado coal would be by Government action.

Mr. Taylor repeated that the fight is not between the operators and the miners but between unionism and the Government representing the people. His declaration that he for one would like to see it fought out brought a burst of applause.

Referring again to the coal fields of Kansas he stated that while coal veins in various parts of the country run from twenty inches to twenty-eight feet in thickness, with an average of six to six and a half feet, the Kansas mines ran a little under three feet, but that the rate of wages paid the miners is based on the thickness of the seams, at so much a ton. As an illustration of what is possible not only in the Kansas fields but in any coal field he stated that some of the miners are making from \$275 to \$325 per month with their picks, but that this, as in other industries, depends on the miner himself, that there are others in the same fields making only \$60 to \$70. Regarding the figures that are published by the miners, he explained that these are based on the total coal mined divided by the number of miners, including the good and the bad.

One of the greatest evils to which the miners are subjected is, according to Mr. Taylor, what is called the "check off" whereby the operator is required to take all the dues, fines and assessments out of the pay envelope of the miner and turn same over to the unions, and if the miner objects his union card is taken from him and he cannot obtain work, and that this is one thing that has built up the strength of the unions.

Regarding the working condition of the miners and the sympathy so often expressed for the men having to work under ground and in the dark, Mr. Taylor stated that in all of his experience he had never heard a miner complain about working in the dark, that in the mines

the temperature is always about sixty degrees, just a good working temperature, that the men are not exposed to changing weather conditions and that they become used to the dark and think nothing of it.

As to what the Chamber of Commerce can do to help the situation, he stated that until laws are passed making the heads of the unions responsible for the acts of their organizations conditions would remain the same and it is very important that these laws be passed at once making it impossible for 4,000,000 men to jeopardize the property and lives of 110,000,000 people.

He referred to the Plumb Plan as one jolt given organized labor and that the outcome of the steel strike is another, but that the coal situation is harder to deal with on account of its scattered nature, and can only be met by organized public opinion.

Mr. C. H. Markham, representing the fuel administration at Washington, was introduced and urged that every individual conserve coal in every possible way in order that the reserve supply might be made available for heating hospitals and for operating public utilities.

At this point an inquiry from the floor brought from Mr. Taylor the information that the miners' unions had so influenced the laws of various states that it is absolutely impossible to put non-union miners at work.

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CONVENTION CAMPAIGN.

(Continued from Page 848.)

ber 30, 1920. It is however the committee's determination to invest not less than \$25,000 in the effort to make Kansas City the convention center of America as against comparatively small amounts that have been expended during the past two years, less than \$10,000 last year and year before less than \$5,000.

Regardless of the returns by mail the Committee had planned and organized to conduct a personal solicitation among those who failed to subscribe by mail and the following organization is in the field this week every one being a captain:

Retail Merchants.

S. H. Ferguson R. L. Hawkins
E. A. Jaccard F. M. Lee
L. P. Rothschild

Hotels.

S. B. Campbell Walter S. Mars
Restaurants.

James Ketner A. B. Carder
Theaters.

Barney Allis F. L. Newman
Printers.

C. O. LaRue L. E. Holland
Produce Dealers.

Julian Peycke Hal R. Lebrecht
Automobile Dealers.

R. C. Greenlease
Real Estate Men.

Herbert V. Jones
Packers and Retail Meat Markets.

F. O. Cunningham

Miscellaneous.

L. W. Shouse S. J. Whitmore
Wholesalers.

F. A. Baker J. T. Kennedy
Public Utilities.

H. C. Blackwell

The convention campaign is being conducted in a quiet way among only those who by their businesses are directly interested in or benefited by conventions.

Mr. F. J. Dean, Vice President of the Chamber in charge of the Department of Conventions, Publicity and Retail Activities is working closely with Mr. Clark and his associates, to the end that the year 1919-20 may show more activity and bigger results in landing conventions and bringing people to Kansas City than any other year of the organization.

VALUE OF TRADE DIRECTORY.

When out of town orders get away from Kansas City and when Kansas City people send out of town for things it is because Kansas City has not made known what it makes and has to sell. Such instances come to the attention of the Industrial Department every day, and it is to correct this condition that this department is now getting out a Trade Directory that is intended to show everything made in Kansas City it is in the hands of the printer now.

As evidence of the value of the Industrial Department being kept well informed of the various trades, here is a letter (deleted somewhat) to the Department that speaks for itself:

On October 2, 1919, you sent to us a letter addressed to you from Dr. ——— in which he asked you to refer him to a reliable house handling ——— supplies. This, so kindly referred to us, was promptly and properly followed up and we are pleased to state that Dr. ——— was with us today and made purchases amounting to better than \$500.00.

We take this opportunity to again thank you for this favor and to give you the above information in the good old Kansas City spirit.

Bell Grand 1800

Home Main 8400

Acme Petroleum Co.

400-404 SECURITY BLDG.

Petroleum and its products in Tank
Car Shipments.

KANSAS CITY STRUCTURAL STEEL COMPANY

KANSAS CITY, MO.

STRUCTURAL STEEL FOR MINE, MILL AND SMELTER BUILDINGS
TANKS TANK CARS

COMPLETE WAREHOUSE STOCKS

BEAMS, CHANNELS, ANGLES, BARS, PLATES, SHEETS, REINFORCING BARS

WRITE FOR OUR MONTHLY STOCK LIST

Y. M. D. LUNCHEON.

(Continued from Page 847.)

Senate.

Referring briefly to the necessity of returning the railroads to their original owners he stated that there is no difference of opinion along that line, but how to do it is the question.

Congressman Bland described at length the Missouri River situation declaring that the river had been surveyed and surveyed and re-surveyed thoroughly and its navigability and practicability established. He illustrated this by the fact that the worst forty-five miles of its channel which had been improved had remained intact for twenty years. That the Missouri River can be made navigable was the text of his discourse and he recalled the history of the river movement when Congress had promised to appropriate \$2,000,000 each year for ten years and that on the strength of this Kansas City had built barges and established permanent terminals and that these had been operated successfully until the Government took the barges over for use on the lower Mississippi during the war. He stated that the boats and barges had been operated at a profit in times of sufficient water, but at a loss when the water was low. He deplored the fact that boats are not now, operating on the Missouri River as Congress is now using that as an excuse for not making appropriations and this places the Missouri River movement in a more precarious position than at any time in the past.

He strongly urged that a large delegation from the Chamber of Commerce attend the Rivers and Harbors Congress to be held in Washington within a few days and closed his talk with the statement that "You can't find men, material and capital enough to build the railroads necessary to meet traffic condition" and that therefore Kansas City should be up and doing in every way to develop the full possibilities of the Missouri River.

Y. M. D. SMOKER CALLED OFF ON ACCOUNT OF FUEL SITUATION.

The smoker which was to have been given by the Young Men's Department at the Baltimore Hotel, December 5, has been indefinitely postponed by Vice President W. Malcom Lowry in conformation with the request that fuel be conserved as much as possible.

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Clean cut circulation, covering the business men like a blanket covers you on a cold night.
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Traffic and Transportation

CABLE SERVICE.

The Western Union Telegraph Company announces resumption of its direct service with Belgium, through restoration of its special wire from London to Antwerp which has been interrupted since the beginning of the war in August 1914. The restoration of its direct connection with Belgium along with the recent restoration of its Dutch connection, re-establishes the European cable connections of the Western Union as they were before the war, its direct service with England and France not having been interrupted.

CAR LOADING FALLS OFF.

Regional Director Holden announces that if the average carload of September 1918 had been maintained in September 1919, 7,475,470 more tons of freight could have been handled in September of this year. Stated in another way, 246,122 more cars would have been available for the round trip, both loaded and empty. In the Central Western and Southwestern regions the per car load for 1918 was 26.99, and 25.75 tons respectively, against an average carload for September 1919 in the Central Western region 24.87 and the South Western 24.58. Shippers are urged again to use every means to load cars to maximum carrying capacity. Car waste is an economic loss.

DEATH OF

FRANK B. MONTGOMERY.

Frank B. Montgomery, Traffic Manager of the International Harvester Company, Chicago, died after a short illness at his residence in Chicago the 23d ult.

Mr. Montgomery, at the time of his death, was Chairman of the Board of Directors of The National Industrial Traffic League. He was one of the original few men who organized the League twelve years ago, and has always been one of the most prominent and popular men in the League.

He was formerly general agent of the A., T. & S. F. Railway in Kansas City, and has many friends here.

The funeral was in Chicago at the family residence, 49 Cedar street on the 25th ult, interment being at his old home in Evansville, Ind.

GRAIN DEMURRAGE.

The new demurrage rule, affecting detention of grain held for official inspection, will become effective December 1. Under this plan, at Kansas City, demurrage will start from the completion of inspection. That is to say grain on which inspection is reported on or before 11 A. M., may be reconsigned up to 6 P. M. that evening to points within or beyond shipping limits without extra charge. Such grain reconsigned subsequent to 6 P. M. that evening will be subject to regular demurrage

charges, in addition to reconsigning charge of \$2 per car. It will be subject to reconsigning charge of \$2 per car, regardless of time of reconsigning or whether reconsigned to points within or beyond switching limits, plus the imposition of demurrage charges after free time, computed as at present.

To simplify the calculation of free time, the Board of Trade has agreed with the carriers that all inspections completed at the inspection departments on or before 10:45 A. M. will be marked "A. M. Inspections." Inspections completed subsequently will be marked "P. M. Inspections." This will allow 15 minutes for delivery of samples to the grain firms. Stray cars will be bulletined by the Missouri Department in their sample room, first floor Board of Trade, and by the Kansas Department at the entrance to the trading floor, before 11 A. M. or as soon thereafter as possible.

It is felt that the gaining of this rule for Kansas City, while in fact it does cut down free time, is a distinct advance as it will eliminate demurrage accruing through detention of equipment not the fault of grain trade, but which in the past has been collected from the grain men.

GRAIN PRODUCTS MINIMA.

The Department of Traffic has been urging on the Railroad Administration the advisability and necessity, in connection with increased minima on grain products, to allow double and triple loading at the old minimum weights. This is particularly pertinent in connection with shipments of live stock feed. Kansas City is a very important manufacturing point for these products. The live stock feeders will not buy more than one season's requirements, which in 85 per cent of the cases run from 15 to

(Continued on Page 856.)

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Adams and Kansas Either Phone Main 5532

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Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field

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Electric Wiring—Supplies—Machinery—Repairs

DENTON ELECTRICAL SERVICE

A Shop Equipped to Furnish Anything Electrical

TRAFFIC AND TRANSPORTATION.

(Continued from Page 855.)

20 tons; whereas, the proposed minimum will be 30 tons. Granting the privilege of double and triple loading at the present minima will not defeat the aims of the Railroad Administration to obtain heavier loading.

However, the Railroad Administration adheres to the position assumed that they will not make the necessary amendment to their freight rate authority to allow this concession.

EXPRESS PACKING RULES.

The new express packing rules, carried in supplement 5 to express classification 26, become effective December 10.

All shippers should obtain quickly a copy of these rules, if they have not already done so, and study them carefully so as to fit their shipping into the changes.

The principal changes include:

The refusal of any package weighing over 25 lbs., paper wrapped or in an ordinary paper board box, whether such box is wrapped or unwrapped.

The refusal of any package of any weight in an ordinary paper board box, the outside dimensions of which exceed 59 inches, unless crated.

Articles in ordinary paper board boxes, crated, for which other packing requirements are not established, will be accepted when the weight exceeds 25 lbs., subject to varying minimum weights running from 39 to 75 lbs., according to the outside dimensions of crate. Such packages will be refused when the outside dimensions of crate exceed 110 inches.

Important changes are made in rules affecting the packing of glassware, other fragile articles, or articles in glass or earthenware.

When gross weight of packages containing such articles exceeds 65 lbs., they will not be accepted.

When liquids in glass or earthenware containers exceeding one quart measure and not exceeding one gallon are shipped, each container must be enclosed in double-faced, corrugated, straw board carton, and all sides of box must be lined with one piece of double-faced, corrugated, straw board, properly scored, or excelsior lined paper pads.

Glassware or other fragile articles, when gross weight of box and contents does not exceed 30 lbs., must be enclosed in corrugated straw board or in cork lined or excelsior paper lined wrappers, or separated by double faced corrugated straw board or tight fitting flexible wooden partitions and so packed in box so as to completely fill it.

When gross weight of box and contents is over 30 lbs., and not exceeding 65 lbs., such articles must be enclosed in corrugated straw board or in cork lined or excelsior lined paper wrappers, or separated by double faced corrugated straw board, excelsior lined paper wrapper, or tight fitting flexible wooden partitions, and so packed in box so as to completely fill it.

When articles are in glass or earthenware, and the gross weight of the box and contents does not exceed 30 lbs., each bottle, etc., must be enclosed in single faced corrugated straw board or in cork lined or excelsior lined paper wrappers, and so packed as to completely fill the box, or separated by tight fitting double faced corrugated straw board, excelsior lined paper wrappers or flexible wooden partitions touching all sides, top and bottom of the box.

All are referred to the new rules for careful study thereof. The foregoing are only excerpts.

WHEAT EMBARGO ENDS.

Effective December 15, export and import embargoes on wheat and wheat flour will be eliminated. President Wilson has signed a proclamation terminating the embargo control, which has been in effect for over two years. This embargo was one of the first steps taken by the War Trade Board more than two years ago to protect the supplies of wheat and wheat flour for the Allies.

Discussing the lifting of the embargo, Julius H. Barnes, United States Wheat Director, said:

"This is one step in the necessary reconstruction of trade facilities broken by the war, which must function when the Grain Corporation terminates its three years' work. While ocean transport conditions and also disorganized international finance will probably prevent free trading between merchants of the various countries for some time, it is expected that step by step, international trade may be reknit in the usual channels. Until this is fully accomplished the Grain Corporation will continue to sell from its stocks of wheat and wheat flour the foreign trade that is not supplied under private business initiative.

"This release of embargo also permits Canadian wheat and wheat flour to enter American markets free of duty under rulings of the Customs Service. It is expected that this will greatly enlarge the United States' supply of spring wheat flours which are favorites in the baking trade and which, because of the partial crop failure in the Northwest this year, have been relatively in light supply."

RATES TO BECOME EFFECTIVE ON TEN DAYS NOTICE.

Director Chambers has issued instructions to amend all Freight Rate Authorities that have been issued, under which publication of rates, rules, etc., has not as yet been made, to provide that publication thereunder will be upon ten days notice, in order that such rates, rules, etc., may be made effective on or before January 1, 1920. Instructions have also been issued to District Committees to incorporate in applications for Freight Rate Authorities, request to publish rates, rules, etc., applied for, on not less than ten days notice.

RATES AUTHORIZED.

P. R. A. 14339. Authorizes rate 51c per 100 lbs., on wheat, corn, etc., westbound from Missouri river to Utah common points. Similar adjustment from other territories.

P. R. A. 14764. Authorizes general revision of rates on nitrate of soda, C. L. from Gulf Ports, imported from countries other than Europe, Asia, Africa, Australia, New Zealand and Philippine Islands to interstate points resulting in rate 40½c to Kansas City, 43½c to Omaha, 33c to St. Louis and Chicago, etc.

P. R. A. 15221. Authorized rate \$5.00 per net ton on sulphate of soda, C. L., from Lockett, Wyo., to Kansas City. Similar adjustment to other points.

P. R. A. 15737. Authorizes uniform description on fertilizer and fertilizing compounds between interstate points and points in Arkansas, Louisiana, Oklahoma and Texas.

P. R. A. 16568. Authorizes rate 30c per 100 lbs., on phosphate rock, C. L., from McCammon, Soda Springs and Paris, Idaho to Missouri river points.

P. R. A. 16618. Authorizes rules and rates to be applied on grain, etc., given transit at points in Kansas where out of line service is performed.

(Continued on Page 857.)

TRAFFIC AND TRANSPORTATION.

(Continued from Page 856.)

F. R. A. 16992. Authorizes on silicate of soda, C. L., to Gulf ports for export the following rates: from Kansas City 31c, Omaha and Sioux City 40c, Lincoln 41c per 100 lbs.

F. R. A. 17006. Authorizes increase in minimum weights on rosin and rosin dross, C. L. to 26,000 where now lower from Louisiana and Texas to interstate points.

F. R. A. 17017. Authorizes amendment of bureau and individual lines' tariffs, now authorizing one stop in transit, on oats from Texas points to Texas and interstate points and points in the Southwest, to provide for a second stop for the purpose of clipping and cleaning only at a charge of 3 cents per 100 lbs., subject otherwise to the same rules, conditions and extra charges, as govern the first stop now authorized. Approved publication to expire with close of business March 31, 1920.

F. R. A. 17370. Authorizes Mo. Pac. R. R. to amend its tariffs 4716-B and 1258-I applying on grain, etc., between Missouri river points, etc., and points in Kansas, Missouri, Nebraska, etc., to provide for application of sorghum seed rates on sudan grass seed, C. L.

F. R. A. 17416. Authorizes St. L., S. F. R. R. to amend its tariff 1558-A applying on grain and grain products by adding routing via Kansas City, Mo., Pac., R. R., Omaha and C. St. P. M. & O., from all points shown in tariff to St. Paul, Minneapolis and Minnesota Transfer, Minn.

MATTERS BEFORE DISTRICT COMMITTEES
Chicago Committee.

Docket 1021. Proposed to establish on brick, C. L., rate 9½c in lieu of 11½c per 100 lbs., and on drain tile C. L. 10½c in lieu of 14c per 100 lbs., from Oskaloosa, Ia., to Kansas City, Glasgow, Moberly, Mo., and intermediate stations on Wabash R. R., (November 26.)

SHIP YOUR FREIGHT
VIA
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TO
Lees Summit Pleasant Hill
Martin City Belton
Independence
And Intermediate Points
Bell South 360 Home South 2324

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THEM WITH INSURANCE AND PUT THEM
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Baker & Lockwood Mfg. Co.



ESTABLISHED 1870

KANSAS CITY,
MO.

New Rules for Fuel Conservation

1. Offices in office buildings, factories, or elsewhere, will be open between 9:00 a. m. and 4:00 p. m.
 2. Retail stores, except as otherwise covered, between 10:00 a. m. and 5:00 p. m.
 3. Drug stores—10:00 a. m. to 6:00 p. m., except as covered by Nos. 32 and 33.
 4. Retail groceries and retail meat markets between 9:00 a. m. and 5:00 p. m.
 5. Wholesale houses—9:00 a. m. to 4:00 p. m.
 6. City market and wholesale meats—6:00 a. m. to 5:00 p. m.
 7. Industrial plants, including packing houses, as arranged by the industrial committee of the Chamber of Commerce. This provides for operation between 8:00 a. m. and 4:00 p. m. with a 25 per cent cut in power and light requirements and during the peak hours, that is, 6:00 to 8:00 a. m. and 4:00 to 9:00 p. m., with a 50 per cent cut in power and light requirements.
 8. Barber shops—10:00 a. m. to 6:00 p. m., except as covered in rules 32 and 33.
 9. Printing and engraving—9:00 a. m. to 4:00 p. m.
 10. Banking institutions—9:30 a. m. to 2:00 p. m., Saturday 9:30 to 12:00 noon.
 11. Automobile sales rooms and accessory stores, same as retail stores, as outlined in Rule 2.
 12. Garages and livery—lights will be cut at least 50 per cent, temperature not over 45 degrees Fahrenheit.
 13. Factories in office or store buildings will conform with rules applicable to the building in which located.
 14. Hotels or clubs having sleeping quarters or serving three meals per day may remain open but will cut lights at least 50 per cent.
 15. Restaurants—service hours 6:00 a. m. to 8:00 p. m. with at least 50 per cent cut in lights. All-night restaurants must make application for permit to A. D. Carder, Secretary, Restaurant Men's Association, 219 Railway Exchange building.
 16. Churches—Sunday morning services only permitted. No restrictions on funeral services.
 17. Theaters, moving picture houses, pool rooms, and dance halls open 7:30 p. m. to 10:30 p. m., with no display lights and only three lights on canopy. Inside lights will be cut 50 per cent and no spot lights used.
 18. Public, private and vocational schools will be closed.
 19. Freight stations open from 8 a. m. to 3:30 p. m. for receipt of freight; freight houses to close soon as freight is handled.
 20. Saloons and soft drink establishments—11 a. m. to 6 p. m.
 21. Cleaning and dyeing establishments—10 a. m. to 6 p. m.
 22. Gasoline filling stations open from sunrise to sunset without lights.
 23. Bakeries—heavy power hours will be as follows: 1-shift bakeries 7:30 p. m. to 5 a. m.; 2-shift bakeries 7:30 p. m. to 5 a. m. and 8:30 a. m. to 5 p. m.
 24. Lumber yards, building material and supplies—9 a. m. to 4 p. m.
 25. Live Stock Exchange building—6 a. m. to 4 p. m.
 26. Shoe repair shops same as retail stores, covered by Rule 2.
 27. Shoe shining parlors—10 a. m. to 6 p. m.
 28. Plumbing shops same as retail stores, covered by Rule 2.
 29. Milk and ice cream stations: Office hours 8 a. m. to 6:30 p. m.; lights cut 50 per cent. Power hours 8 a. m. to 4 p. m. and 7:30 p. m. to midnight.
 30. Ice plants and laundries considered as industries—Rule 7.
 31. Factories where machinery is used, if in doubt, will consult the industrial committee of the Chamber of Commerce.
 32. Cigar stores and barber shops in office buildings will conform to office building hours—Rule 1.
 33. Cigar stores, drug stores and barber shops in hotels will conform with the rules for those businesses in Rules 2, 3, 8.
 34. Clubs and meetings—country clubs will be closed except for property protection. No club or lodge meetings will be permitted except at noon luncheons and not at the noon luncheon hour where special heating or lighting is required. No evening meetings will be permitted.
 35. Street car service will be curtailed as already advertised and in addition lights in cars will be cut 50 per cent.
 36. Lights—Street lights will burn only from 5:30 p. m. to 7 a. m. In the downtown district 3-light poles will be cut to one light. On the boulevards every other gas light will be cut off. All billboards and display signs will be shut off. All inside and outside lights used for the purpose of displaying merchandise from sunrise to sunset will be cut off, and from sunset to sunrise not more than one or two 60-watt lights to a front may be used for safety purposes.
 37. In the home people should heat only those rooms necessary to health and such rooms only to a temperature of 68 degrees and burn only those lights that are absolutely necessary, not in excess of 50 per cent.
- "The fuel committee intends the word fuel to mean coal, coke, wood, oil, gas, or any other class of fuel.
- "The above rules are to be strictly observed, regardless of whether an individual or firm furnishes their own light, heat or power.
- "The fact that any person or firm uses oil or gas in place of coal, or does not require power or light does not, in any way, change these rules. Furthermore, gas is not to be substituted for coal or oil.
- "Any person in doubt or not covered by the above rules will refer at once to the fuel administration.
- "The committees call upon all people generally for their co-operation in compliance in this crisis to the end that the remaining supply of fuel may be conserved to prevent extreme suffering. These rules will be made more liberal if conditions warrant, or the hours made more rigid if the necessity arises.
- "W. M. Corbett, chairman of the fuel committee for Greater Kansas City, and C. H. Markham, representative of the federal fuel administrator, have instructions to distribute fuel only in case of extreme emergencies and any violation of the above will be taken prima facie as evidence that no emergency exists and fuel or current will be entirely cut off.
- "Citizens are requested to report any infringements of these rules to the fuel committee."

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 49

KANSAS CITY, TUESDAY, DECEMBER 9, 1919

Co-operate
with Fuel Administration
and Chamber of Commerce
Committees
for conservation of fuel.

Observe suggestions
in this issue
for handling Christmas Mail—
business and personal.

Read of amendments
of Anti-Trust Laws
proposed by Kansas City.

“Save the Seventh.”

AGRICULTURE

CITIES DO NOT GROW⁶ THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

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Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

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ON RECORD ONCE MORE FOR MILITARY TRAINING.

For the third time in recent years the Chamber of Commerce, through the Board of Directors, is going on record at Washington in favor of a bill for universal military training. This is not with the idea of having the United States become in any sense a military nation, but that this country may be placed in position to defend itself at all times against the aggressions of any and all emergencies either beyond or within its borders.

The local Chamber is co-operating with the Universal Military Training League that is promoting a bill having this end in view. Such advice is being sent to Senators James A. Reed and Selden P. Spencer and Congressman William T. Bland.

THE NATION'S BUSINESS FOR DECEMBER.

The December issue of The Nation's Business should be read by every member. Some of the high points of this are that Attorney General Palmer presents an excellent article on "The Rights of the Public." In another article E. H. Greenwood covers the difficulties in the work of employers, employees and government representatives in the International Labor Conference of standardizing labor legislation for forty countries.

The International Trade Conference held at Atlantic City is played up for all that the great subject of commerce is worth, not only by telling the story of what was done, but in addition the action or the various committees, interpreted by experts, and the masterly addresses of the prominent speakers.

There are several articles on various phases of trade problems while the regular departments of the magazine are alive with timely comments and interpretations.

IT PAYS TO ADVERTISE IN
THE KANSAS CITIAN.

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Christmas Mail

AS BUSINESS MEN, members of the Chamber are appealed to in the name of Postmaster Baylis Steele to take note of a very serious condition that threatens in the handling of the mails during the present month.

In the first place, the Christmas rush last year amounted to 133 per cent of the normal volume. The normal volume today exceeds the Christmas volume of last year, so that if there is the same percentage of increase over the normal within the next two weeks the mail handling facilities of Kansas City will be overwhelmed. There is only one thing to do and that is to spread this tremendous volume over a period of time instead of having it all gotten out at one time. There are certain specific things that can and should be done, some that must be done, if the mail current of the city is to be kept moving.

Business houses contemplating sending out Christmas greetings in the form of cards, calendars or any other, should send them out right away; no need to wait ten days or more. Start the Christmas season now.

Everyone contemplating shipping anything out of town should see that it reaches the post office not later than Monday, December 15; that will make it possible to get it through the various transfer points that are always congested with such mail, and reach destinations before Christmas as it should. Get rid of all out-of-town mail as early as possible, parcels post as well as first class. Even then the situation will be bad enough.

The newspapers are carrying stories every day of proposed curtailment of passenger train service. No business man needs to be told what that means in connection with the handling of a normal volume of mail to say nothing of the deluge that will break loose

(Continued on Page 877.)

Advertisers

THE Chamber of Commerce is proud not only of the improvement that has been made in The Kansas Citian in recent months, but especially so in its list of advertisers. The class of business men using The Kansas Citian columns is such that no one need hesitate to patronize them. This may be making a strong statement, but the fact is that discrimination is used and many would-be advertisers are refused space in this paper.

In the first place, a man or his firm must be a member of the organization, as it would be improper for the Chamber of Commerce to promote the business of anyone not disposed to help carry the burdens of the community. Second, great care is used in determining whether or not articles advertised are such that the Chamber is willing to have them appear in its columns. On this membership is generally a safeguard as the Membership Committee and the Directors are extremely careful in their admission of applicants for membership, but it is not final. Members are invited to patronize those whose advertisements appear in these columns.

Membership Campaign

IT IS a recognized necessity of an up-to-date chamber of commerce that a membership campaign be conducted every year not only for the new members that will be brought in, but for the effect on the old members and on the community as a whole. It gives an opportunity for a form of publicity that is not possible in any other way and has the effect of stimulating the entire organization.

*Do your out-of-town Christmas mailing
before December 15 and avoid the rush.*

PLAN MEMBERSHIP CAMPAIGN IN JANUARY.

On the recommendation of the House Committee, with the concurrence of the Membership Committee, and approval of the Board of Directors, there will be conducted during the last week of January or thereabouts a snappy little membership campaign. According to the new Membership Committee, under the chairmanship of Mr. E. B. Berkowitz, one thousand new members will be the goal as it is believed that that many can be secured from among the business and professional men of Kansas City and by securing increases in multiple membership holdings of a large number of present members who hold only one personal membership or very few multiples. And Mr. Berkowitz says the committee is "rarin' to go".

The fact that memberships can be sold and on the scale contemplated is borne out by the fact that at the last meeting of the Board on November 28, the membership committee submitted the names of ninety-three applicants representing a total of one hundred and thirty memberships and these were voted in. Their names will appear in The Kansas Citian next week. If one hundred and thirty can be rounded up in a few weeks of quiet work, it is patent on the face of things that an organized effort will bring in seven or eight times more.

One membership solicitor constantly in the field is bringing in eleven or twelve new memberships each week and these are being well sold for the reason that Mr. A. E. Young who handles this work takes time to go into any detail regarding the association, its worth, its value and necessity to the community.

DELEGATES TO WASHINGTON CONFERENCE.

Delegates have been appointed by the Board of Directors to represent the Chamber of Commerce at two important meetings to be held in Washington this week. The first will be the Mississippi Valley Association on December 8 and 9, to be followed by the National Rivers and Harbors Congress on December 9-10-11. On the recommendation of the local Rivers and Harbors Committee, as a result of a meeting held November 26, the following delegates have been appointed to attend these meetings:

Judge W. T. Bland	G. H. Gray
O. V. Wilson	Conrad H. Mann
Walter S. Dickey	H. F. Lang
E. M. Clendenning	R. D. Sangster
A. W. Mackie	

SHOULD HAVE NATIONAL BUDGET.

The Good Budget Bill (H. R. 9783) to require the use of a budget in all Federal financial affairs is being supported by the Chamber of Commerce by the authority of the Board of Directors. A Federal budget is something that the Chamber of Commerce of the United States has been working for for many years, this having been the subject of its first referendum in 1913. The need of a national budget has been the subject of discussion and resolutions at every annual meeting since then.

The Good Bill passed the House on October 21, by a vote of 285 to 3 and is now before the Senate Special Committee on the Budget.

In its present form the Good Bill would put upon the President the responsibility for the preparation of an annual budget and its submission to Congress. The budget would include the President's recommendations as to both appropriations and revenue measures. All estimates of expenditure needs would be submitted to him by department heads instead of to the Secretary of the Treasury.

A budget bureau would be established directly under the President's jurisdiction with a staff headed by a director. With the assistance of the Bureau the President would be required to submit to Congress on the first day of each regular session a document to be known as The Budget containing all of the information that such a document should contain.

One of the greatest advantages of a real budget system, if not the greatest advantage, is the opportunity afforded, not only to Congress but to the public, of clearly understanding what the Executive Department proposes to do, how public money is to be expended in carrying out these policies and how Congress acts on these proposals. The budget, in other words, would be a clear cut and comprehensive work with a finance program so arranged as to present a clear picture of plans and policies, centralizing responsibility for the original recommendations upon the President and for any changes in the President's recommendations upon Congress.

START YOUR OUT OF TOWN CHRISTMAS MAILING NOW.

Messrs W. S. Dickey, A. W. Mackie, and E. M. Clendenning left for Washington last Friday. Judge W. T. Bland having preceded them.

The Fuel Situation

EFFORTS of The Chamber of Commerce were centered almost entirely during the past week on the securing of additional supplies of fuel including coal, wood and oil, and of conserving in every way possible the supplies now on hand. In this work Chamber officials and staff were working in close co-operation with and for the local fuel administration.

Instructions from the Fuel Administration at Washington received last Tuesday morning by W. M. Corbett, Chairman of the Regional Committee of the Railroad Administration, in which the Fuel Administration outlined to whom fuel was to be delivered, were responsible for President W. S. McLucas calling an emergency meeting of the Board of directors with the directors of the Chamber of Commerce of Kansas City, Kansas, to meet with Mr. Corbett and Mr. C. H. Markham, the local Fuel Administrator, and the Committee which had been appointed following the mass meeting at the Baltimore Hotel called by President McLucas last Sunday morning.

For more than four hours this body discussed the local situation in an effort to arrive at some plan which would relieve the situation and make it possible to continue the operation of industrial plants and other lines of business on reduced hours rather than have the entire city shut down one hundred per cent. President McLucas explained what had already been done by the local committee and the Chamber of Commerce, which efforts were at that time beginning to bear fruit even though they had only been in operation a few days. It was finally agreed that the industrial plants and other lines of business would not be shut down at least for a few days and until sufficient time had elapsed to determine just what the result would be of all of the efforts which were then being put forth both to conserve the supply then available and to replenish that supply. The various committees which had previously been appointed and which are still working are doing everything possible to relieve the local situation.

Mr. Corbett and Mr. Markham have had working with them on their Committee, Mr. J. D. Dewan, Mr. G. A. Patterson and Mr. O. C. Hill, members of the sub-regional committee, together with the following committee appointed following a meeting of the Executive Committee with members of the Fuel Administration on Wednesday, November 24, Solomon Stoddard, Vice-President in charge of the Industrial Department, representing the Chamber of Commerce of Kansas City, Missouri; R. B. Gibbs, representing the Chamber of Commerce of Kansas City, Kansas; Colonel E. M. Harber, representing the City of Kansas City, Missouri; L. H. Chapman, representing the City of Kansas City, Kansas; William Volker, representing the School Board; and George Rushton, acting for Rosedale. Also with Mr. Corbett and Mr. Markham is a committee representing the retail fuel dealers acting as a distributing committee and consisting of: E. R. Sweeney, Chairman; W. D. Ryan, Jr., and Clay Buchan of the Kansas side. As sub-committees handling specific duties are the following:

Committee on Fuel Oil:

E. E. Stigall, Chair-	R. D. Sangster,
man;	C. A. Braley,
R. L. Redpath,	E. W. Goebel,
L. H. Chapman,	John Riley.

This Committee working in conjunction with and through the Industrial Department of the Chamber is making a complete survey of the actual daily requirements of fuel oil in Kansas City for the public utilities, industrial plants and office buildings, in fact including everyone excepting domestic consumers. This survey is necessary in order to have something basic on which to work. While this survey is being made, the Committee is busy running down all of the various sources of oil supply which might be available for Kansas City. It was immediately found that the local supply did not begin to meet the requirements and that it would be necessary to buy considerable quantities outside the city.

The Standard Oil Company Sugar Creek

(Continued on Page 872.)



Tanks and sheet metal
products of all kinds.
Both Phones - Main 4426

COLUMBIAN STEEL TANK CO.

"Tanks for the World" Established 1894.
1601-21 W. 12th St., KANSAS CITY, MO.

PRESCOTT & SNIDER

FIRST NAT'L BANK BUILDING
High Grade Municipals, Corporation
Bonds, Notes and Preferred Stocks.

Local Securities

IMPROVEMENT OF THE KANSAS CITIAN.

If the ideas of the new Publicity Committee expressed at the first meeting called by Chairman C. P. Hanly last week prevail, The Kansas Citian will start the new calendar year with a new face and a new form. As the responsibility for the physical end of The Kansas Citian rests with this committee, it is probable that great improvement will be noted in the first issue of the new year.

Certain it is that there has been dissatisfaction for some time with the present face of the official weekly publication. It is felt by the Committee that however appropriate it might have been when adopted years ago, it has become stale and it is now the determination of the committee to make the front page sufficiently different each week that it will be fresh in its weekly appeal to the members for their interest.

In explanation of the Committee having a meeting at all last week, one of the very few held by any committee of the Chamber, the only reason for this exception was that if any change is to be made it should be made with the first issue of the new volume that begins with the new year.

The membership and the community are to have the benefit of the experience and ability of an unusual body of men as may be noted in the personnel of the Publicity Committee as follows:

C. P. Hanly, Chairman, Ferry-Hanly Advertising Company.

Fred C. Sharon, Sharon Real Estate Company.

J. F. Baxter, Baxter Advertising Company.

C. C. Rosewater, Kansas City Journal.

Dick Smith, Kansas City Post.

W. W. Schweich, Montgomery Ward & Company.

W. R. Snodgrass, Fidelity Trust Company.

F. M. Staker, Commerce Trust Company.

Paul Kendall, Long Bell Lumber Company.

E. T. Chester, Peet Brothers Manufacturing Company.

H. J. Perkins, North Kansas City Development Company.

IT PAYS TO ADVERTISE IN THE
KANSAS CITIAN.

CITY PLANNING IN MINNEAPOLIS.

City planning in Minneapolis has been under the direction of a commission known as the Civic Commission of Minneapolis. This commission grew out of a meeting of the Civic Improvements Committee of the Minneapolis Commercial Club in 1909.

As a result of this meeting a number of organizations joined in the formation of the Civic Commission, which was an entirely unofficial body without legal authority of any kind. This commission secured funds, employed necessary experts, and drew up a plan for the development of the City of Minneapolis. This plan was published in 1917 in a large book, which is one of the finest volumes on city planning ever printed.

During the first years of the preparation of the plan the commission had the advice of Mr. Daniel H. Burnham, who was in charge of the work of preparing the Chicago plan.

The Minneapolis plan provides for development of traffic-ways, for a civic plaza, for parks and playgrounds, for zoning, for street transportation, for development and improvement of railroad facilities, and for other phases of civic development.

The report of the Minneapolis plan emphasizes the fact that it is not a plan for developing a city beautiful, but rather for developing a city which is economically efficient. Beauty is just one of the several factors in such a city.

Since the submission of the report of the Civic Commission a portion of the work recommended has been undertaken. Though it is expected that complete realization of the plan will take a generation, Minneapolis is well on the way to a well planned city.

START YOUR OUT OF TOWN
CHRISTMAS MAILING NOW.

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CHRISTMAS

Make
it a
Plant or
Flowers

WE STRIVE TO PLEASE
ALPHA
FLORAL CO.

"Save the Seventh"

"IF YOU want the Seventh Regiment to continue you must make it possible for your employees to belong to it without penalty. That was the way Mr. C. C. Peters of the Chamber's Committee on Seventh Regiment started, at the bi-weekly luncheon last Wednesday, discussion on the threatened loss of the Seventh Regiment. And when the time came Colonel Thomas Moonlight Murphy, commanding officer of the Seventh, followed Mr. Peters with several stronger punches.

Prior to the discussion of the main subject for which the meeting was held, Mr. Mark Sheldon, Commissioner in the United States for the Commonwealth of Australia, spoke briefly on closer relations between the two countries. In his introduction President W. S. McLucas, who presided, called attention to the caliber of the speaker by bringing out briefly that in addition to having been the President of the Chamber of Commerce of Sydney, a city of 800,000 people, he was Chairman and Director of the Australian Bank of Commerce, Ltd., President of the Merchants Association of Sydney, Chairman of the Repatriation Board for Soldiers under the Australian Government and a director in various manufacturing and commercial undertakings, that he had been asked by the Australian Government to give two years of service to his country and is now doing it.

Responding, Mr. Sheldon stated that his Government is desirous of making Australia better known in America; that whereas it is known only as having had a hefty lot of fighting men in the war, its people are nearer the American type than those of any other nation of the world. He stated that on arriving in this country he finds that Americans are much the same as his people in their talk, ambitions, thought and aspirations and that his people look to Americans as their nearest white neighbors although there are 8,000 miles intervening.

Hurriedly he brought out that the entire population of Australia, 5,000,000 people, occupies a territory a little larger than that of the United States, that Australians do

not have to worry about heat in the winter as they enjoy a climate much the same as that of Southern California. He declared Australia primarily a grazing country with its 84,000,000 head of sheep and 10,000,000 cattle, with an annual wool production of \$150,000,000. He told of the mineral production of his country in the following figures: Gold, \$30,000,000; Copper \$25,000,000; Silver \$25,000,000; Coal \$40,000,000.

Of their population he stated that it is English speaking exclusively; that ninety-five per cent are British or of British parentage and that their country is known as "White Australia," to protect which they guard very carefully against immigration. Regarding exports he mentioned wool, concentrates and hard wool as the principal articles of commerce, but that they are now converting their rabbit pest to profit, stating that in thirty years the country has become overrun with rabbits and that unless a man uses one and one-quarter inch wire netting at least three feet high, the rabbits will take possession of his ranch and eat the grass down to the roots; that nothing else is effective and that to fence in this manner costs \$500 a mile. While the Australians will not eat the rabbits, they freeze them and ship them in large quantities to other countries and realize an enormous income from their skins which are used largely for coats and hats.

He stated that there are no poor people in Australia and that one out of every two has a bank account, as borne out by the Government Post Office Savings Bank statement showing 2,700,000 accounts with an average of \$150 per head; that this shows there is money there. "Australians are good buyers he said, and Australia has enormous prospects. Many people own their own homes; there are no tenements; 40% of the population is in the cities. The home owner is the best citizen." He closed his splendid short talk with the statement "Get your people as much as you can to own their own homes. This is a wonderful healer for many of the troubles of today. When a

(Continued on Page 874.)

Hudson-Brace Motor Co.

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Main at 27th

Kansas City, Mo.

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Acme Petroleum Co.

400-404 SECURITY BLDG.

Petroleum and its products in Tank
Car Shipments.

NEW STATE CONSTITUTION.

That the work for a new State Constitution, which received a setback by the recent session of the Legislature, has not stopped is evidenced by activity which is reported from various sections of the State.

In St. Louis recently a new Constitution Association was formed by representatives of the two associations which have been working on this proposition in the past. This association is representative of every part of the State and the Kansas City Chamber of Commerce had a part in its formation. Mr. H. Ledbetter, formerly editor of the St. Louis Republic, is the Executive Secretary of the association and is actively at work perfecting the organization.

Another example of the interest in the subject was given at Chillicothe the first week in November when the annual meeting of the Missouri State Conference on Social Welfare endorsed the plan for a new State Constitution and offered to assist in any way possible. Practically every state-wide organization in Missouri has given its endorsement.

The need for a new State Constitution is being felt more and more strongly as time passes. When an attempt was made to draw a city planning ordinance, limitations due to the outworn State Constitution are met with. When any public improvements are needed, limitations of the Constitution again come up. When Kansas City wants a new charter it must secure an amendment to the State Constitution first. These are but a few of the many occasions when this need is felt.

The old Constitution limits our daily life in numerous ways. When the next Legislature convenes strenuous efforts will be made to have the plan for a new Constitution favorably considered.

EXPLANATION OF COLLECTOR.

Mr. T. H. Sanford is calling upon members who for any reason have not sent in check for their dues for the current six months and who may also be delinquent for last year. The explanation of this is that during the month of October, immediately following the sending of statements for dues 62.5 per cent was immediately paid in, a very gratifying figure, but the other 27.5 per cent at once slowed up and up to the 15th of the month only \$2,663 had been received voluntarily, making the total receipts from current dues in a month and a half 67 per cent.

It is the history of such things that the longer dues remain unpaid the greater the likelihood of a member losing interest and the more likely the Chamber to lose some of its needed income and support. Hence the experiment of having a man go out to stimulate the payment of dues before they have become delinquent.

Members who are called upon are asked to bear in mind that the Chamber of Commerce is like any other institution, its contracts have to be made and obligations have to be met, and these are based upon its income being dependable. With money in hand early in each six months' period the House Committee and the bookkeeping and membership departments will be enabled to give their attention to other things more result-producing if relieved of embarrassment caused by careless payment of dues.

Bill Hicks

CATERING COMPANY

Commercial Work—also Homes

TROOST AT 33D

BOTH PHONES

Christmas Cigars Christmas Candies

BUY NOW!—the supply is short.
Procrastination--Disappointment
Be ahead of the rush---Buy now.

Ricksecker Cigar Co.

"Fine Cigars by the Box."

Ninth and Walnut Streets

Cady & Olmstead Jewelry Company

**Kansas City's
First Jewelry House**

1009-1011 Walnut Street

Proposed Amendment of Anti-Trust Laws

To place Labor Organizations on same plane as other Combinations.

A STEP was taken by the business men of Kansas City on December 4 that has possibilities of the most far reaching nature. It is proposed to have the Clayton Act repealed and the Sherman Act so amended that labor unions will not be exempt from provisions as they are today.

This action took form with the National Affairs Committee of the Chamber, of which Mr. Charles S. Keith is the Chairman, as the result of suggestions made in several meetings that have been held on the coal situation and in recognition of the fact that there is now at Washington and in the East sentiment of a similar kind. It was felt by the National Affairs Committee that it was not only logical but most timely that Kansas City should take the leadership in such an important matter for the reason that of all the territory in the United States the great Mississippi Valley is suffering more from the fuel situation than any other; that while the East and West have coal, this part of the country is at the point of desperation with people suffering and with their welfare threatened by the complete shut-down of all wage-earning businesses.

The National Affairs Committee met and after hearing from Mr. W. S. Dickey, Chairman of the Advisory Committee to the Fuel Administration, adopted a resolution that was later in the day presented to the Directors of the Chamber of Commerce who after some modification adopted it unanimously. They directed that it be wired forthwith to the senators and representatives of Missouri and Kansas, to the leading commercial organizations of Missouri and to at least one representative commercial organization in every one of the forty-eight states, asking that they call their directors immediately together to take the same action and to also urge all other commercial organizations within their respective states to do likewise, suggesting that this important matter be placed in the hands of a special committee to follow up. In every instance they were asked to act at once and wire an answer.

The request of the Committee that the Board of Directors appoint a committee with full power to act in conducting a nationwide campaign in support of the resolutions

was left to President W. S. McLucas to act upon later so that the selection of a committee might be made with care, and the following committee was later announced:

The following is a copy of the resolution as it was adopted:

"Whereas, 1st, there has long existed in this country the thought that labor should have the right to combine to strike in order to better its conditions of employment and its compensation therefore, and

2d, in recognition of this so-called right, the Federal Anti-Trust Acts have been amended so as to legalize it, and,

3d, certain rights are also guaranteed to all the people of the United States under the Constitution, to-wit, the right to labor without outside dictation or interference and in like manner to enjoy the fruits of such labor and in general the pursuit of happiness; and,

4th, said rights have been invaded by the unrestrained exercise of the right to strike by the labor organizations until the unrestrained exercise of said power now threatens to become competitive and in conflict with the power of the Nation, and,

5th, said power and said so-called rights have been conferred without restriction, and said power and said rights have been

(Continued on Page 876.)



ADVERTISING

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The Chamber of Commerce has adopted the
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815 Walnut Street, Phone Main 4533

W. C. LAVAT, Mgr.

MISS MARY I. STAGG, Mgr. Free Employment Department.

Do It Now

Buy Your Xmas Gifts Early

Fountain Pens and Pencils

The perfect pointed pencil; made in various styles and sizes with clip, for vest pocket or milady's handbag. There is only one WAHL EVERSHARP pencil—the original and only perfect pointed pencil. The Eversharp marks finality in four hundred years of pencil development.

Plated, Sterling, Gold Filled,
\$1.00 to \$6.00

Wahl's Tempoint Fountain Pens,
\$2.50 to \$6.50

BEAUTIFUL Toilet Combination Sets

Jonteel Combinations	Arlys Jasmin	\$15.00
....\$3.00, \$4.00, \$5.00, \$10.00	Arlys Violet	\$15.00
Arlys Lilac	Mavis	\$1.60, \$3.25, \$5.00
Arlys Fleur de France	Lady Mary	\$6.00
.....\$15.00	Houbigants Ideal	\$16.75
Arlys Pour la France	Mary Garden	\$8.00
.....\$16.00	Violet Dulce	\$1.70, \$2.00
La Boheme	Day Dream	\$5.00
.....\$12.00		

A Complete Assortment

White Ivory Goods
Manicure Sets
Thermos Outfits
Gillette Razors

Auto Strop Razors
Perfume Atomizers
Eastman Kodaks
Bristle Goods

Stationery

TWO STORES .

FEDERMAN DRUG COMPANY

GUS SCHMIERER, Prest.

12th and Main
F. A. BROOKS, Mgr.

9th and Main
CEO. A. DAWES, Mgr.

Fine List of Civic Recruits.

New Members Voted in by Board of Directors November 28, 1919.

THERE is nothing slow about the membership committee if the following modest list of one hundred and thirty new memberships, taken by ninety-three individuals or firms, is a sample of their work. These were voted in by the Board of Directors at their meeting November 28.

Chairman E. B. Berkowitz of the Membership Committee says this is just a fair sample of what his membership hustlers can do, and that he will trot out the real thing later.

Look them over and think what it means to add this number and this class of material to Kansas City's great organization for commercial and civic progress.

- | | |
|---|--|
| Ace Hurd Tire & Service Co. (1 additional.)
(Fred O. Wood) 1924 Grand Ave. | Columbia National Bank. (Firm)
914 Walnut St. |
| Acme Pattern & Model Works. (Firm)
16 E. 17th St. | Connolly, W. S.
Taylor-Ewart & Co., 1501 Waldheim Bldg. |
| Alfalfa Grain Products Co. (Firm.)
10 Board of Trade Bldg. | Cowden Mfg. Co. (Firm)
412 W. 8th St. |
| American Builders Supply Co. (Firm.)
N. W. Cor. 19th and Harrison. | Cox, G. Malcolm.
Sherman & Ellis, 9th Fl. Orear-Leslie Bldg. |
| Anderson-McFarland Motors Co. (Firm.)
1701-1703 Grand Ave. | Crawford, Allen V.
Cincinnati Time Recorder Co., 513 New York Life Bldg. |
| Artzcraft Broom Co., The (Firm)
1417-23 Kansas Ave. | Cunningham, H. W.
L. R. Jewell, Florist, 201 Postal Bldg. |
| Automobile Coach Corporation. (Firm)
1529 Oak St. | Dasbach, R. G.
R. G. Dasbach Co., Ltd. 1131-33 McGee St. |
| Barker, Earl E.
Redfield Reference Bureau, 705 Scarritt Bldg. | Davidson, Dr. Lynval E.
Dentist, 711 Lathrop Bldg. |
| Black Steel & Wire Co. (Firm)
1303 Waldheim Bldg. | Donnelly Garment Co. (1 additional)
(Geo. Allen Barton, Jr.) 7th Fl. Coca Cola Bldg. |
| Booher, Chas. C.
Druggist, 1300 Grand Ave. | Edwards-Ludwig-Fuller Jewelry Co. (1 add'l.)
(R. D. Edwards) 1113-15 Walnut St. |
| Brown Detachable Disappearing Bed Co. (1 ad. additional)
(W. F. Page) 201-4 Gloyd Bldg. | Electric Clipper Co. (Firm)
537-539 Grand Ave. |
| Bruen, James O'Neill
125 Wirthman Bldg., 31st and Troost. | Estrlin, H.
Manufacturing Jeweler, 519 Hall Bldg. |
| Campbell Electric Co. (Firm)
1529 Wyandotte St. | Exter & Co., J. E. (Firm)
1112 McGee St. |
| Campbell, Ralph B.
Perry-Hanly Adv. Co., 1120 Walnut St. | Feldmeyer & Schaaake. (Firm)
1421-3 McGee St. |
| Case Plow Works Co., J. I. (Firm)
13th & Mulberry. | Gates, Marvin H.
J. C. Gates Estate, 200 Rialto Bldg. |
| Cleaton, Sam J.
Attorney, 422 Scarritt Bldg. | Gloyd, F. E.
Gloyd Lumber Co., 1007 Gloyd Bldg. |
| Cohen, Sam H.
Pitwell Clothing Co., 1008 Main St. | Gray, Robert M.
Schooley Bank Equipment Co., 718 Delaware |
| Coleman Tractor Co. (Firm)
12th & Van Brunt. | Great Western Smelting & Refining Co. (Firm)
417 Republic Bldg. |
| Collins, Wm. H.
Real Estate, 1508 Waldheim Bldg. | |

(Continued on Page 877.)

KANSAS CITY STRUCTURAL STEEL COMPANY

KANSAS CITY, MO.

STRUCTURAL STEEL FOR MINE, MILL AND SMELTER BUILDINGS

TANKS TANK CARS

COMPLETE WAREHOUSE STOCKS

BEAMS, CHANNELS, ANGLES, BARS, PLATES, SHEETS, REINFORCING BARS

WRITE FOR OUR MONTHLY STOCK LIST

Start the Christmas Season Now!

Your Christmas Greeting—whether it be a post card or a package—cannot be delivered on Christmas. If it is to be delivered before Christmas it should be mailed early.

The Christmas business at the Post Office last year was 133 percent heavier than in 1917.

The normal business now exceeds the 1918 Christmas business.

The Post Office officials expect as great an increase over normal this year as last year. And they are going to reduce the passenger train service.

THEREFORE,

all out-of-town mail should be mailed by Monday, December 15. All local mail should be mailed by December 21.

Make Packages Substantial! Address Carefully! Put a Return Address on All!

Employers should urge their employees to follow the above suggestions.

W. S. McLUCAS, President.

LESLIE J. LYONS, Chairman, BAYLIS STEELE, Postmaster.
Postal Efficiency Committee.

If Your Home or Business Burned Tonight

Could you furnish the Insurance Company with a detailed statement of the building or equipment values.

Arrange Now with us, before the fire for

AN EXPERT APPRAISAL

TOPPING VALUATION COMPANY.

PUBLIC APPRAISERS.

Bell Main 448 1308 Waldheim Home Main 8469

IF IT IS ANYTHING ABOUT OIL

—Leases, Production, Refineries, Drilling Contracts

See, Write or Wire

JERRY CULBERTSON.

OIL AS A BUSINESS

Suite 417 Ridge Arcade Building
Phones, Main 5601.

Christmas Business Cards will Build Good Will—Order Now.

Friendliness dominates at Christmas time. Everyone is then especially receptive to expressions of friendship.

Take advantage of this sentiment by using Christmas Greeting Cards this year. They will have splendid effects as aids in building up good will.

Every card we produce is a work of art and a personal charm is added to each by its appropriate inscription.

Make your selection now—get first choice and be certain to get a design that is satisfactory in every particular.

'Phone for our salesman.

UNION BANK NOTE COMPANY.

Either 'Phone Main 418, 10th & Central.

Moriarty Motor Co.

MORIARTY BLDG. 22nd & GRAND.

STANDARD EIGHT
A POWERFUL CAR
MITCHELL SIXES

AN ANNOUNCEMENT:

New Names for Three Telephone Exchanges

[Bell System Only] Effective With the
Distribution of the New Fall Directory.

To Subscribers:

Effective with the distribution of the Fall issue of the telephone directory, [BELL SYSTEM], the names of the following exchanges [EAST, SOUTH and WEST] will be changed as outlined below:

EAST

Individual lines to
be changed to

CLIFTON.

Party lines to be
changed to

MELROSE.

SOUTH

Individual lines to
be changed to

WESTPORT.

Party lines to be
changed to

VALENTINE.

WEST

Individual lines to
be changed to

FAIRFAX.

Party lines to be
changed to

FIFIELD.

This is one of the many details of a preliminary nature that will make possible the ultimate unification several months hence of the two telephone systems. Inasmuch as this feature does not necessitate the changing of telephone numbers, we feel that any trouble or inconvenience you may at this time anticipate, will, under the actual working, dwindle to a negligible quantity. *Provided the new directory is consulted before calling a number, there will be absolutely no chance for any inconvenience whatever.*

Trusting you will assist by co-operation in these preliminary steps so that the final work can be brought to a speedy completion, we remain,

Yours very truly,

KANSAS CITY TELEPHONE COMPANY

Electric Wiring—Supplies—Machinery—Repairs**DENTON ELECTRICAL SERVICE**

A Shop Equipped to Furnish Anything Electrical

THE FUEL SITUATION.

(Continued from Page 863.)

Refinery has at the request of the committee changed its equipment so as to be able now to supply 2,000 barrels of fuel oil daily where they previously made no fuel oil whatever. The Sinclair Refining Company will furnish 1,000 barrels daily.

The efforts of the Committee are now being directed toward securing other supplies of oil as it is the belief of the Committee that if sufficient fuel oil can be secured at reasonable prices the public utilities and industrial plants will be in position to continue operations. This will not be possible if they must depend upon coal. The committee is also active in getting tank cars to haul oil to Kansas City, and is responsible for an embargo having been placed on oil to eastern territory. This will make possible a greater supply being available for Kansas City.

A special Committee on coal and coke has a big force of purchasing agents scattered throughout the country buying coal and coke wherever they can get it, from Denver to Pennsylvania. This coal is already moving, purchased for the account of and consigned to the Chamber of Commerce and for distribution by Mr. Corbett's committee. This Committee includes, in addition to Mr. Harry N. Taylor as Chairman, the following: A. M. Hanna, E. E. Trotter, C. P. A. Clough, C. A. Wilson, A. H. Gould, R. L. McGregor, Grant Stauffer, F. S. Serat, E. J. Knickerbocker, E. C. Hanks and H. G. Trester.

A third committee is providing wood. It consists of Mr. Griff Bolen as Chairman, and he has working with him: Conrad H. Mann, D. G. Saunders and Eugene Gannon. This committee first had to locate the timber, secure the right to cut it, buy it, get it cut and have it shipped in. More than enough has already been located and it is now being cut.

Following the meeting of the Board of Directors of the two Chambers on Tuesday afternoon an advisory committee was appointed consisting of Mr. W. S. Dickey, Chairman; Conrad H. Mann, and Walter Jaccard, representing the Missouri side; P. W. Goebel and R. C. Sims, the Kansas side. Out of this, the Two Cities Emergency Committee has been organized with Mr. Dickey as Chairman R. A. Long, W. Lee Vaughan, C. W. Armour, Peter W. Goebel, Fred L. Dickey, William Volker, and Irwin Kirkwood as Vice-Chairmen. Mr. Walter M. Jaccard was made treasurer, and with 200 representative business men of the two cities acting with them.

Mr. R. D. Sangster, Transportation Commissioner of the Chamber, is located permanently in Chicago working with Mr. Hale Holden, Western Regional Director of the Railroad Administration, who is in charge of the distribution of coal coming from the east into this territory.

A registration office has been opened by the Industrial Department for the registration of men to cut, handle and haul wood and to go to the strip mines in Barton County whenever Governor F. M. Gardner says the word, provides transportation and protection. More than 300 men have already been registered and they are good husky fellows, the type that will do the job once they are given the chance. A number have already been put to work through Mr. Bolen's Committee chopping wood.

One hundred men left for Barton County Saturday night in special cars attached to the 11:35 p. m. Kansas City Southern train.

In response from Regional Director Hale Holden of Chicago on Wednesday of last week, the Industrial Department made a survey of the coal supply available in Kansas City and found that the only consumers having 500 tons or more on hand were the following:

Kansas City Railways Co.	18,000 tons
School Board of Kansas City, Mo.	3,200 tons
Kansas side Water Plant	1,200 tons
Kansas City Light & Power Co.	38,000 tons
Swift & Co., Packers	2,000 tons
Wilson & Co., Packers	1,050 tons

The survey was made among all large consumers and it was found that the supplies on hand were very small. This information was forwarded to Mr. Holden through Mr. Corbett. The Industrial Department is giving its entire time to the fuel situation.

To meet the expense of handling the shipments of coal and wood, a fund of \$100,000 was underwritten by a group of Greater Kansas City business men and that money is now in the bank for immediate use. Mr. Walter Jaccard was named Treasurer and a special committee is now arranging for a permanent fund to relieve those who were responsible for underwriting it. This fund will be a revolving fund, being used to pay for the coal and wood when it comes in probably with sight draft attached, selling it immediately to dealers for cash. There will also be some necessary expenses for all these operations and that expense will be met out of the fund. Whatever remains of the fund, however, when the emergency has passed will be returned to the subscribers on a pro rata basis.

Mr. H. R. Ennis leads a special committee to report violations of all fuel orders. On this

(Continued on Page 874.)

Skylark Gasoline

Made in Kansas City

**IT'S NEVER TOO LATE
TO EAT AT THE***Myron Green*
CAFETERIA

IF YOU COME BEFORE 8 P. M.

Visiting Kansas City's Industries



The Service Caster and Truck Company

The Service Caster and Truck Company shown in the accompanying cut is located at 2533-35-37 Southwest Boulevard. This firm was established originally in 1914 as the Chestnut Manufacturing Company at 1301 Independence Avenue, incorporated in 1916 and the present firm name adopted in 1918.

The growth of this firm, according to the officials, was such that they decided the 5,000 square feet which they occupied at the Independence Avenue address was inadequate for their needs and they consequently set about to construct more suitable quarters. They have recently moved into the new location on Southwest Boulevard, having a plant now containing 25,000 square feet and three stories high. They employ 35 people, manufacturing lifting trucks, tri-wheel trucks and ball bearing swivel casters, which products are distributed over the entire United States and the principal Canadian cities.

The officials of the company are: W. A. Brown, President; George R. Cooper, Vice-President; W. C. Peak, Secretary, and J. C. Chestnut, Treasurer.

SOLICITING CAMPAIGN FOR CONVENTIONS POSTPONED.

The Conventions Committee headed by Mr. A. B. Clark of the Savoy Hotel, Chairman, at a meeting held Thursday noon, decided that in view of the general gravity of the situation and the fuel shortage, not to send out solicitors on Tuesday, December 9th as had previously been decided.

This does not mean that the Convention Fund Campaign is dropped, or is even permitted to slacken its pace. The Campaign will be carried on through the mails in order to conserve the time of the solicitors and those solicited.

The Committee feels that those who have received letters requesting a subscription should respond promptly, in order that this conservation program may be strictly observed. Conservation of fuel, man-power

OIL BURNERS

Advance Oil Burner Company

Manufacturers of and Dealers in
OIL BURNERS FOR ALL PURPOSES
 807 East 15th St., (Home Main 6243) Kansas City, Mo.

DO YOU KNOW

Your Oldest Retail Coal Dealer

J. H. LEONARD COAL COMPANY

"Since 1881"

Home P. Main 687 Bell P. Grand 689
 100 Bryant Bldg.

and all other resources of the community is vitally necessary these days.

"SAVE THE SEVENTH."

(Continued from Page 865.)

man invests a small stake he will think twice before disrupting things."

President McLucas then introduced Mr. Peters who took charge of the meeting. He referred to the coal situation urging that every man be ready to be drafted for any kind of service during the weeks to come. He briefly outlined the history of the Seventh Regiment, bringing out particularly how the Federal Government in consideration of meeting certain requirements furnishes arms, ammunition and other accoutrement; that unfortunately following the close of the war there had been a misunderstanding in regard to the number of men in a company and they were allowed to be reduced to 76 whereas they are now required to measure up to 100, with thirteen companies, making the total number of men and officers 1350, of which they have approximately 1000.

Mr. Peters brought out in a stirring way the history of the regiment, dating back to its splendid service in 1903 in the work of flood relief, later as the 140th Infantry in the great war and that during the war period 4,000 men had passed through the Regiment. Then he spoke plainly to the business men to the effect that unless the officers of the Regiment are not only assured but are actually given assistance in recruiting their numbers to the minimum of 1250 by December 31, the Regiment will lose all Federal recognition and that it will be impossible to hold it together. He urged employers to give encouragement to men in their employ to join where any employee shows an interest. He urged that men be paid their full wages while they are in service and asked that they voluntarily state how many men each would be willing to help get. He told briefly of the meeting held November 25 at which only a few had attended and drew a sharp contrast between conditions then and conditions now with the gravity of the coal situation more apparent.

Colonel Murphy went right to the heart of the trouble when he said that one man of Company D, called to the coal mines in Barton County Tuesday night, was threatened with the loss of his job. He explained that the men were not called until after business hours Tuesday and had to leave that night and therefore had had no opportunity to consult with their employers. What he wanted the Chamber of Commerce to do and do at once was put into effect all of the good thoughts and good wishes that they all had toward the Regiment. He stated "what I want and what we must have is action and every man here must do his part, just as the men who were called for service last night responded without hesitation or question, not one asking to be excused." He said that it is not enough to post notices in plants and tell the foremen how you feel about it and to give assurance that men will be paid, but "you must see that they are paid" and cited in support of this an instance where four men in one of the big

THE FUEL SITUATION.

(Continued from Page 872.)

committee with Mr. Ennis are: E. T. Wilder, Matthew A. Foster, F. D. Pitt, E. M. Tucker and J. Frank Goodnow of the American Protective League. The Boy Scouts are working with Mr. Ennis.

The Industrial Committee, under R. L. Redpath, Chairman, has been given authority by the Fuel Administration to fix, subject to their approval, the hours for industrial plants. The Committee has had several meetings with representatives of different lines of industry and with the power users as a whole, all for the purpose of reducing in every way possible the amount of power and light consumed by the industrial plants and particularly during the peak hours.

The efforts of the Committee have resulted in a very material decrease in current used and to the extent that the power curves of the Power and Light Company and Street Railways Company now show those plants to be operating at their maximum efficiency. The only hours where an excess of current is still used is between six and eight in the evening showing that the reduction in lights in the residential districts has not been as great as it should be.

establishments had just been paid for the time given to the Seventh Regiment last July. He went further, telling those present that not one of them has the only business in town or the only man who can do some particular form of work and that the whole game is one of sacrifice, not a parade proposition, and that when the time comes for a call for the men for military service "the man belongs to me, not to you, Mr. Employer."

He told briefly of the equipment that the Regiment has, everything for 1554 men including rifles, Browning, Lewis and Colt machine guns, sanitary and ambulance equipment, everything necessary for thirteen companies. He paid the Chamber of Commerce and the Employers Association nice compliments by stating that never has a call been made to either for financial assistance but what they have been promptly met; that it is not a question of money, but a question of men and that President McLucas had just a few days ago pledged the Chamber of Commerce up to \$3,000 to help get enough men to reach the minimum requirement.

He closed with a repetition of the statement that the employers must do more than pass the word out into their factories or offices, and that they should encourage single men to take advantage of the fine training that is given in the Regiment, that makes them better employees and even suggested that they might increase their pay a nominal amount. He called on those present to fill out cards that were on the tables asking for real pledges of cooperation and when these were taken up it was found that 65 additional men had been assured.

H. C. LIEPSNER & CO.

Rubber Stamp Makers and Printers
SEALS, STENCILS, STEEL DIES AND
TRADE CHECKS

Brass Signs, Box Printing Plates, Badges
We handle everything pertaining to the
Stamp Line.
Office Supplies

Phones Main 2511. 208 W. 10TH ST.

GILLE

PHONES 1

MAIN 4287

TIN AND PAPER CANS

1417-1429 WEST 9TH.

Traffic and Transportation

FUEL SUPPLY.

The Transportation Commissioner spent last week in Chicago, looking after matters connected with the fuel supply for Kansas City, obtaining coal and expediting the movement of all coal to Kansas City. He was in daily communication with Hale Holden, Regional Director of the Central Western Region.

FRISCO REFRIGERATOR SERVICE.

The Frisco announce the establishment, effective December 1, of the following Frost Proof Refrigerator Car Service out of Kansas City.

Schedule car 301—Rosedale to Ft. Scott.
Schedule car 302—Garland to Springfield.
Schedule car 303—Pittsburg to Sapulpa.
Schedule car 304—Sheffield to DeMund.
Schedule car 305—Morse to Ash Grove.

TELEGRAPH RATES.

The Missouri Public Service Commission in a decision dated November 26, disapproved the application of the Western Union Telegraph Company for permission to continue to charge rates in this State in compliance with the schedule of increased rates, provided for in order of the Postmaster General.

The general effect of the order of the Postmaster General was to make a horizontal increase of 20%. The Public Service Commission in its order allows the Western Union to put into effect before January 1, 1920, an advance not to exceed 10% over its schedule prior to April 1, 1919, such rates to continue in effect for a period of 13 months; the Commission retaining power to change or modify the rates as they deem proper.

RETURN TO PRIVATE OWNERS.

Preparations are being made for the return of the carriers to their owners. This is seen from the following:

In the week ending November 22, the Senate made the railroad bill the unfinished bill.

The Director General has issued general orders, reestablishing December 1, the methods for stating inter-line freight and passenger revenue accounts which were in effect December, 1 1917, the last day of private control.

The Interstate Commerce Commission has issued notice to the carriers that they should get their tariff concurrences in shape for the first day on which the carriers shall be again in private operation.

All these things are preparations, anticipating the return of the carriers to their respective owners.

RATES AUTHORIZED.

F. R. A. 17003. Authorizes cancellation of estimated weights on Fruits, Melons and Vegetables between all points in Southwestern territory. Weights determined by the Western

Weighing and Inspection Bureau to govern.

F. R. A. 17050. Authorizes rate 9½c per 100 lbs., on Flaxseed, Millet-seed and articles taking same rates from Kansas City and other lower Missouri River points (when originating beyond) to Omaha, South Omaha, Council Bluffs and points taking same rates.

F. R. A. 17054. Authorizes the following rates on Beverages, Cereal, Non-Alcoholic, C. L. from Dallas, Ft. Worth, Texas, Group to Kansas City territory 60c; Kansas Group 1, 65c; Kansas Groups 2 and 3, 69c; from Texas Common points to Kansas City territory 66½c; Kansas Group 1, 71½c; Kansas Groups 2 and 3, 75c per 100 pounds.

abused by National strikes, by a minority of workers, threatening the very life of the people through famine and exposure to the elements;

(Continued on Page 876.)

Home Main 643 We Never Close Bell Main 404

Isreal Motor Transfer Company

Motor Trucks, Motor Cars
Family Moving, Baggage

— 551 WALNUT —

Buy Your Steam Coal

From

SINCLAIR COAL CO.

SEND TO

SQUIRE ELECTRICAL CO.

FOR

Electrical Repairs for
Everything Electrical

Western Newspaper Union

Advertising—Stereotypers

Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field

Advertising Rates On Application.

304 W 10th St.

Both Phones Main 193

WE SELL SERVICE
F. C. SHARON REAL ESTATE COMPANY
615 REPUBLIC BLDG.

Rentals
Leases
Sales
Property Managed

TRAFFIC AND TRANSPORTATION.

(Continued from Page 875.)

F. R. A. 17572. Authorizes M., K. & T. R. R. to amend item 27-1) Supplement No. 9 its circular 677-1 by publishing the following application at Kansas City, Mo.

"Transit privileges (as defined in Item 10) will be allowed only as follows, and then only when the tariff containing the through rate permits routing via Kansas City in connection with the M., K. & T. R. R.

"Also publish in lieu of the last paragraph and note shown in the item, the following: "On shipments from Atchison, Leavenworth, Kansas, St. Joseph, Missouri, Omaha, South Omaha, Nebraska City, Nebraska, Council Bluffs and Des Moines, Iowa, or points from which through rates are made on combination of locals, or proportional rates through such points, or Kansas City, Missouri, destined to points on the M., K. & T. of Texas, in Texas (except for export) and Louisiana, or to points in Texas and Louisiana (except for export) where through rates are applicable via Kansas City in connection with the M., K. and T. R. R., also points named in M., K. & T. Railroad Tariff 4465-B, I. C. C. A-3874, supplements thereto and reissues thereof."

F. R. A. 17578. Authorizes cancellation of rates on Grain and Grain Products, C. L. from Glen Park, Kansas, to St. Louis, Chicago, etc. named in M., K. & T. tariff 4096-F.

PROPOSED AMENDMENT.

(Continued from Page 867.)

abused by National strikes, by a minority of workers, threatening the very life of the people through famine and exposure to the elements;

Therefore Be It Resolved, that we direct the attention of Missouri and Kansas Sen-

ators and Representatives in the Congress of the United States to the situation and request that they use their influence to bring about a revision of these Anti-Trust Acts, and the enactment of other acts, to-wit,

(a). To repeal all Acts conferring privileges upon special classes so that all classes of citizens be made equal in fact before the law.

(b). That the Federal Anti-Trust Act prescribe that all combinations in restraint of trade which are injurious to the public good be unlawful.

(c). That said Act recognizes that while certain combinations might not be injurious to the entire public, they might be injurious to individuals whose rights should be respected; and that it therefore provide that every combination voluntary or otherwise, shall adequately make itself financially responsible for the acts of its officers, its agents and its members, and place itself in position where it can be made legally and actually answerable for all injury caused thereby; and

(d). That there be enacted into effective law the principles of arbitration.

Be It Further Resolved that these resolutions be immediately telegraphed to a representative chamber of commerce in each of the forty-eight states asking that they in turn adopt the resolutions and present with the least possible delay to their respective senators and representatives and also take up with all commercial organizations in the same state urging them to do likewise; and further that the Board of Directors of the Chamber of Commerce of Kansas City appoint a committee with full power to act in conducting a nation-wide campaign in support of these resolutions.

AWNING STORAGE

WE WILL TAKE DOWN YOUR AWNINGS,
STORE THEM FOR THE WINTER, PROTECT
THEM WITH INSURANCE AND PUT THEM
UP NEXT SPRING. ∴ ∴ ∴ ∴ ∴

Work Done By Experienced Men.

Awnings Stored so they will not deteriorate.

CALL MAIN 774, Either Phone.

Baker & Lockwood Mfg. Co.



ESTABLISHED 1870

KANSAS CITY,
MO.



H. E. Pein Insurance Agency

1025 New York Life Building

Automobile, Casualty, Fire Insurance**Absolute Indemnity, Strict Integrity,
Courtesy, Prompt Payment of Just Claims****WE SEND YOU MEN**Who are competent and experienced for
office, sales and executive positions.**K. C. BOND & EMPLOYMENT CO.**

615 Gloyd Bldg.

Tel. Main 1831

FINE LIST OF CIVIC RECRUITS.

(Continued from Page S69.)

Green, D.
Gate City Shirt Co., 1113 McGee St.

Greenburg-Kantor Co. (Firm)
804-6 Broadway.

Hall & Co., Ozni (Firm)
1113 Wyandotte St.

Harding Creamery Co. (Firm)
2327 Penn.

Hipple Grain Co. (Firm)
246 Board of Trade Annex.

Huffine & Co. (Firm)
228 Glover Bldg.

Jones, Herbert V.
Real Estate, 805 Republic Bldg.

Jones, W. L.
Oklahoma Oil & Refining Co., 1017 Commerce Bldg.

Kaw River Sand Co. (Firm)
123 Railway Exchange Bldg.

Kopp, Philip E.
Philip Kopp Tool & Die Co. 15 W. 9th St.

LaBar, Walter A.
Employers Indemnity Corporation, 411 Commerce Bldg.

Lamb, Elmer F.
B. F. Lamb & Co., 1025 Main St., 4th Fl.

Lee Tool & Mfg. Co., Harry A. (1 add'l.)
(To be named) 1505-9 McGee St.

Lewis-Thompson Printing Co. (Firm)
713 Baltimore.

Lockhart, Harold A.
Hart-Lustig Mfg. Co., 17th & Main St.

Long, David E.
Real Estate. 414-15 Rialto Bldg.

Long, John C.
Hardware, 3845 Prospect.

Ludwick, Frank W.
Lawyer, 1103 Commerce Bldg.

McCreary, A. R.
McCreary Plating Co., 406 Delaware St.

Mathews, R. E.
Travelers Insurance Co., 12th Fl. Waldheim Bldg.

Missouri & Kansas Coal Co. (1 add'l.)
(Stewart T. Hanks) 300 Security Bldg.

Muncie Sand Co. (Firm)
236 Railway Exchange Bldg.

Nourse, James B.
Hutton, Davis, Nourse and Bell, Attorney, 707 Gloyd Bldg.

Olden, Harry H.
Pres. Oakland State Bank, Oakland, Kas.
3419 Baltimore.

Packham, Chas. M.
Mgt. D. & G. Co., 1506-8 McGee St.

Paddock Coffee & Spice Co. (Firm)
316 W. 6th St.

Palmer, H. R.
H. R. Palmer, Publicity, 805 Graphic Arts Bldg.

Parker-Washington Co., The (Firm)
2309 Penn

Pelchman, Frank C.
Letters & Signs, 121 W. 8th St.

Poindexter Casket Co. (Firm)
1200-2-4 W. 24th St.

(Continued Next Week.)

CHRISTMAS MAIL.

(Continued from Page S61.)

within a few days Postmaster Steele says that, so far there has not been a ripple of what is coming and members of the Chamber should see to it that the ripple starts forthwith, yes, several ripples, "good big ones," so as to get them out of the way. Give him and his force a fair chance to meet the Christmas rush that is beyond the control of local people.

Another date that should be noted by every business head is Sunday, December 21. All local mail should be deposited not later than that date in order to insure it being sorted, distributed and delivered before Christmas day.

Something that has to be reiterated every year pertains to the necessity of substantial packing, so that packages will go through without being crushed, their contents ruined or lost. Addresses should be plainly written and attached in a way that will not come loose, and there should always be a return address.

All of this may sound like an old story, one that has been heard every year. It is an old story but it has a new edge to it and that is that any man who gives thought to the subject will readily realize that it is impossible for all Christmas mail to either reach its destination or be delivered on Christmas morning; therefore, the obvious thing to do, unless mail is to be delivered after Christmas with consequent disappointments, is to observe the dates suggested by the postmaster.

See that not only the business managements but all employees observe the necessity of out-of-town mail being in the post office by December 15 and local mail by December 21. This is a proposition that will bring splendid dividends and reflects nothing but good sense and good business.

Home
Main 4560**Dreadnaught Tires**Bell
Grand 4560**United Tire and Supply Co. 1815 Grand Ave.**

RITTERHOFF

CLARKE

STEVENS

Indeed, You May Depend

—on the—

Y. M. D. LUNCHEON

Hotel Baltimore, December 10, 12:15

Francis I Room



This meeting is very important

Colonel Ruby D. Garrett
on Americanism
and the American Legion

Mr. HAROLD VAN DUZEE,
tenor, recently added to Kansas City talent.

Mr. E. B. BERKOWITZ, Presiding,
W. MALCOM LOWRY, in Charge.

Adjournment 1:45

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

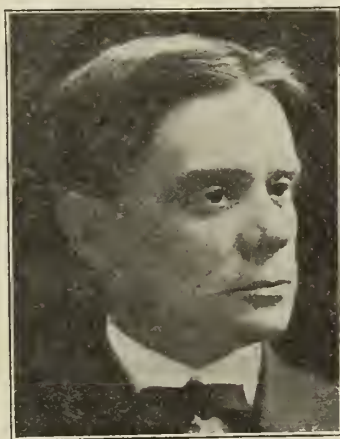
Vol. VIII.

No.50

KANSAS CITY, TUESDAY, DECEMBER 16, 1919

CHRISTMAS MAIL.

Superintendent of Mails Dan Clawges says that the facilities of the Post Office are like a traveling belt that is immediately available but is not being used to its capacity. It can only be prevented from breaking down later by all business men starting their Christmas mailing row



Mr. CHARLES S. KEITH
Chairman National Affairs Committee.

AGRICULTURE

CITIES DO NOT GROW⁴ THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

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Third Vice-President.....W. H. WEEKS
Fourth Vice-President.....H. J. WATERS
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Transportation Commissioner...R. D. SANGSTER
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FRANK J. DEAN SAM B. SEBREE
BRUCE FORRESTER F. C. SHARON
F. B. HEATH SOLOMON STODDARD
CLIFF C. JONES JOHN M. TOWNLEY
JAMES KETNER H. J. WATERS
C. O. JARUE W. H. WEEKS
W. MALCOM LOWRY HERBERT M. WOOLF
ANDREW YOUNG

KANSAS CITY SUPPORT OF NATIONAL CHAMBER.

In these days when business men should be organized and standing together the following statistics may be of interest. They show how Kansas City is supporting the Chamber of Commerce of the United States. Associate members in Kansas City at present number 64 and in addition to that there are 103 individual members.

In addition to the Chamber of Commerce being an organization member so are the Board of Trade and Merchants' Association, Southwestern Interstate Coal Operators' Association and the Southwestern Lumbermen's Association, the latter two having their headquarters here.

BAKER-VAWTER ESTABLISH LOCAL BRANCH.

The Baker-Vawter Company, manufacturers of loose leaf and steel filing equipment, with headquarters at Benton Harbor, Michigan, are erecting a reinforced concrete building consisting of six stories and basement at 915-17 Wyandotte Street. This building will house a printing plant, warehouse, branch office and the local sales force. It will be used as a distributing plant for practically all of the territory between the Mississippi River and the Rocky Mountains where they have enjoyed a very rapidly growing business.

They have purchased the business of the Tiernan-Dart Printing Company, and the machinery from that plant will be transferred to the new building as soon as it is completed.

Other branch factories of the company are located at Holyoke, Massachusetts, and San Francisco, California, Kansas City being selected for the third plant because of its excellent distributing facilities.

It is expected that the building will be ready for occupancy early in the spring.

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"Under the Old Town Clock"
The Fidelity Plan
For Creation or Enlarging
of Estates
Will Interest You.
Ask for Booklet

Membership Dues

IN THESE days of high cost of everything, the Chamber of Commerce is having the same experience as any other business institution and finds that everything it buys, whether it be labor or supplies, has greatly increased in cost in the last two years. To meet not only this abnormal situation, but to meet the ever-growing demands for Chamber of Commerce service in its ever-widening field of activities, the Directors of the Chamber have on the recommendation of the House (Finance) Committee concluded that the membership would approve of a nominal increase in the dues.

Before reaching this conclusion the House Committee considered the matter at great length for several weeks and had studied with greatest care the experience of eighty cities where increases have been made, ranging in size from small towns to such a city as Los Angeles, where an increase in dues accompanied by a drive for members resulted in a net increase in members of 47% and there they had increased their dues 100%. Denver, when they reorganized and doubled their dues, showed a gain of 198%.

To come nearer home, Kansas City, Kansas, when they reorganized in 1917 and doubled the dues, made a gain of 343%. To be sure there are innumerable instances where for the time being there has been a loss in memberships, although a great gain in income, but these have generally been cases where the increase in dues was very great, but even in LaCrosse, Wisconsin, where the increase was from \$5.00 to \$25.00 a year the membership was increased 185%, so the local directors feel no apprehension over what may happen to the association here.

The directors in suggesting a nominal increase in dues have in mind that the Chamber's activities are governed entirely by its income; that at the

(Continued on Page 892.)

Labor and Anti-Trust Laws.

UNDER the above caption the "Journal" of December 9 expressed itself on the proposal of the Chamber of Commerce to repeal the Clayton Act and amend the Sherman Anti-Trust Law, so as to prevent, as far as possible, a recurrence of the conditions Kansas City has been enduring for two weeks or more.

The editorial speaks for itself:

Business men of the United States are pretty well agreed that two conspicuously cowardly acts of congress have been directly responsible for the aggressiveness of organized labor within recent years. Most of the criticism has been directed at the Adamson law which was enacted by congress under the direct pressure of the railroad brotherhoods, the leaders of which literally stood with their watches in their hands while this bill was enacted. The second piece of congressional cowardice was the modification of the Clayton and Sherman anti-trust laws so as to exclude organized labor from responsibility when performing acts in restraint of trade.

Of course congress was not alone to blame. The Wilson administration has neglected few opportunities to coddle the labor trust and to do its bidding. In the years of the war Samuel Gompers was a powerful figure in administrative circles and had very much to do with shaping governmental legislation and policies through his personal influence at the White House. And even within the past few weeks labor's influence, exercised through the most powerful lobby ever known to Washington, has coerced the lower house of congress into changing the anti-strike provisions of the Cummins railroad bill. It was a shameful capitulation of confession of fear.

It is to the credit of the Kansas City Chamber of Commerce that a movement has been inaugurated to stiffen congressional backbone. This organization has issued a demand that the provisions of the Clayton and Sherman anti-trust acts be changed so as to include labor unions, the most powerful trusts now in existence in this country. It is gratifying to note that a widespread response has come from business organizations

(Continued on Page 893.)

CITY PLANNING ORDINANCE PASSES.

At the Monday evening, December 8, meeting of the City Council the city planning ordinance which has been promoted by the Chamber of Commerce together with other civic organizations, passed.

The ordinance as adopted is the ordinance which was described in The Kansas Citian of November 25, except that the Commission is increased in size by the inclusion as advisory members, of the City Engineer, the Park Board Engineer, the Speaker and one other member of the Lower House of Council, the President and one other member of the Upper House of Council, and the Company member and city member of the Board of Control of the Kansas City Railways Company.

The Council at the same time passed resolutions requesting each of the two political parties to endorse city planning in its platform and suggesting that amendments to the city charter be submitted in the March election, which will give the Commission greater authority and which will remove doubt as to legality of appropriations by the Council for the Commission.

Passage of this ordinance ends a long agitation by the Chamber of Commerce and by other organizations for a city planning commission. It begins the work of preparing a comprehensive plan for the future development of Kansas City. The Chamber of Commerce has long recognized that in order for Kansas City to develop harmoniously and economically a plan of the city is necessary which will provide for handling of traffic so as to relieve congestion; for development of transportation systems; for location and extension of streets and traffic-ways and the development of new traffic-ways; for recreation; for zoning the city to provide regulations for height, area and use of buildings; and for control of other phases of city growth.

Because it recognizes this the Chamber for years has had committees on city planning which have worked for a Commission. These committees are to some degree responsible for the public sentiment which resulted in the passage of the ordinances of many other cities. If supported by the City

NATIONAL CHAMBER DECLARES PRINCIPLES.

Apupos of the resolutions recently adopted by the Kansas City Chamber directed against the possible recurrence of such troubles as the country has experienced during the coal strike, the following "declaration of principles" is presented.

This declaration was adopted by the Board of Directors of the Chamber of Commerce of the United States at a meeting recently held in New York City and has come to the local Chamber with request for the adoption of a similar resolution.

DECLARATION OF PRINCIPLES.

"The most important thing before our country today is the defense of that underlying principle upon which our whole national life has been built and our entire social structure must rest, the essence of our country's constitution, namely, the safeguarding of the rights and liberty of the individual. It becomes necessary to awaken our citizenship to an understanding of, and an appreciation of that fundamental. Therefore, fully to safeguard that principle we must insist that any organization, of any character whatsoever, or combination or association of persons for whatever purpose created, which thus becomes a distinct entity, must be made responsible for its acts, or the acts of its agents, and to no organization of any character whatsoever must government be permitted to show special consideration or discrimination in its favor, nor must any organization, or association, or association of persons be permitted to exercise a power of control over any of its members or others in violation of their rights or liberties as sought to be safeguarded under the Constitution of the United States.

We demand therefore that the full power of government be exercised in the maintenance of this principle."

Since 1889

R. B. JONES & SONS General Insurance

Third Floor R. A. Long Bldg.

Phones Main 1230

Council and the people of Kansas City the Commission will bring about relief for the traffic congestion and for the results of bad planning which now exist and will eliminate future planning mistakes.

L. J. BAER RENTAL CO.

We devote our entire time exclusively to the care and management of all classes of income property.

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Grand Avenue
Temple Building

200 GRAND AVENUE TEMPLE
Phones Main 4811

Member
Kansas City
Real Estate Board

Campaign Against Favored Organizations

THE nation-wide campaign to secure the repeal of the Clayton Act and the amendment of the Sherman Act, so that labor organizations will be subject to the same laws as any other organization in restraint of trade, is well under way.

The campaign inaugurated by the Board of Directors on December 4, at the instigation of the National Affairs Committee of the Chamber is being conducted under the direction of Chairman Charles S. Keith of that committee. This campaign took original shape in the form of resolutions that were published in full in last week's issue of The Kansas Citian, but the campaign does not end there. Not by any means. It just begins there. The resolutions were merely a means to an end and in addition to having immediately telegraphed to Missouri and Kansas senators and representatives and all Missouri chambers of commerce they were wired to at least one representative chamber of commerce in each of the forty-eight states.

Splendid responses have been received. Practically every state has been heard from. Some delay has been due to the fact that organizations have not had opportunity to

pass on the matter. In every such case a promise has been received of a meeting being called for consideration of the subject, but even in those instances the replies have been favorable so far as the sentiment expressed in the resolutions is concerned and the need of such action at the hands of congress.

In just one or two cases have replies come to the effect that by reason of other resolutions, related in a way to the subject, having been recently passed it has been thought advisable to hold off until that might take effect. But in spite of all exceptions and qualifications the sentiment is unanimous that the time has come for the country to call upon congress for a definite step in the direction of equality between organizations and combinations of whatever kind with the idea that such organization or combination operating to the detriment of the public welfare be considered unlawful. That is the purpose of the local Chamber's campaign, which is being waged not only through the chambers of commerce throughout the country, but through trade organizations of every description.

WANTED—OFFICIAL KANSAS CITY BADGE.

The recent visitors from Belgium, Great Britain, France and Italy left Kansas City with a hastily gotten up badge as a souvenir of the occasion. That seemed to the Convention Committee unfortunate and while Kansas City has had several more or less official badge bars in the past they have varied in character or have not been entirely suitable for permanent adoption.

The Committee at its meeting last week authorized the invitation of designs and prices on something that will be permanent and distinctive or symbolical of Kansas City. In the meantime and in order that the committee will not be without something readily available on short notice a limited supply of a metal badge bar with the Union Station in relief and the words "Kansas City, the Heart of America" plainly and effectively shown has been ordered.

IT TAKES MONEY TO DO THINGS.

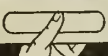
There is some financing going on these days as several committees of the Chamber of Commerce will attest. In the first place the Conventions Committee is raising a fund that will make available not less than \$25,000 each year to invest in going after and taking care of conventions.

The Chamber of Commerce is obligated to the amount of \$3,000 if that should be necessary to assist the Seventh Regiment in recruiting its strength to the minimum of 1,350 officers and men by December 31.

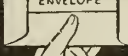
In order to be prepared to pay cash for coal, coke, wood or fuel oil in any quantity to relieve the recent distressing situation \$75,000 is being raised by subscription on the Missouri side and \$25,000 on the Kansas side to insure an amount of \$100,000 to keep Kansas City and its people from freezing.

Need Envelopes? PHONE Berkowitz

ADDRESS SAVER

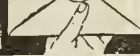


CATALOGUE ENVELOPE

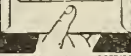


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HOME, MAIN 92

COMMERCIAL



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The perfect pointed pencil; made in various styles and sizes with clip, for vest pocket or milady's handbag. There is only one WAHL EVERSARP pencil—the original and only perfect pointed pencil. The Eversharp marks finality in four hundred years of pencil development.

Plated, Sterling, Gold Filled,
\$1.00 to \$25.00

Wahl's Tempoint Fountain Pens,
\$2.50 to \$6.50

Largest Candy Stock in Kansas City

We are extremely fortunate to be able to announce that we have the largest and best assortment of Candies in Kansas City. We particularly call your attention to our SPECIAL MIXTURES of HARD CANDIES at a very reasonable price.....59c per lb.

GLENDALL SWEETS

Assortment of Nut Centers, Fruit Creams, Nougatines, Jellies and Caramels45c, 85c, \$1.70

LIGGETT'S ASSORTED CHOCOLATES

Caramel, Cream and Nut Centers...:55c, \$1.10, \$2.20, \$3.30, \$5.50

LIGGETT'S FRUIT CORDIALS

Cherry, Pineapple, Cherry and Peach Centers....70c, \$1.40, \$2.75

Liggett's Assorted Milk and Butter Bitter Sweets, 50c, \$1.00, \$2.00

Guth's Chocolate Covered Whole Brazil Nuts.....80c, \$1.50

CHOCOLATES AU GUTH—Quality Par Excellence

Nougat, Nut and Cream Centers.....70c, \$1.35, \$2.70, \$6.75

LIGGETT'S ALL NUT ASSORTMENT

Chocolate Covered Almonds, Filberts, Pecans and Walnuts.....75c, \$1.50

Maxixe Cherries69c Per Box

Martan Chocolates59c Per Box

Guth Assorted Chocolates—Beau Broadway.....\$1.00 Per Box

Guth Assorted Chocolates—Brookhattan.....\$1.00 Per Box

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FEDERMAN DRUG COMPANY

GUS SCHMIERER, Prest.

12th and Main

F. A. BROOKS, Mgr.

9th and Main

CEO. A. DAWES, Mgr.

Fuel Ban Lifted



Scene at Chamber of Commerce during fuel crisis.

THE above picture shows a small group of the more than one hundred and fifty experienced miners, engineers, firemen, pipemen, blow up men, and other lines enlisted by the Industrial Department at the request of Adjutant General Clark for work in the coal mines taken over for operation by the State. They were recruited last Monday and Tuesday, and were held in readiness in the office of the Chamber of Commerce for three days, awaiting orders from Jefferson City. The orders never came, however, as with the settlement of the strike, through agreement between Government Officials and the Union leaders, the State gave up the operation of the mines, and advised the Chamber not to hold the men longer. On the Saturday night previous, 89 men recruited in a similar way were sent to Oskaloosa, Mo.,

where they worked in the strip pits under Colonel E. M. Stayton, for several days. The men held in readiness for service were paid off on Thursday morning and dismissed.

While the fuel ban has been lifted in Kansas City, with the exception of minor restrictions on Industrial plants and display signs, there is still a shortage in fuel supplies in Kansas City and probably will continue to be for some time. It is anticipated however that sufficient supplies will be received so that there will be no interference with the operation of industrial plants and public utilities.

During the period of the emergency, the special committee on Coal, headed by Mr. H. N. Taylor, purchased for the account of the Chamber approximately 1,175

(Continued on Page 886.)



THE SHERWIN-WILLIAMS CO. Try Our Service

SOUTHWESTERN DISTRICT.
SALES OFFICES.

KANSAS CITY OMAHA DENVER WICHITA OKLAHOMA CITY TULSA



FUEL BAN LIFTED.

(Continued from Page 885.)

carloads of coal and coke, of which a large percentage has either been received or is enroute. This coal is being turned over to local dealers on order of the Fuel Administration, for distribution to industrial plants and for domestic consumption.

The committee to secure wood, headed by Mr. Griff Bolen, reports having purchased 150 cars of wood, of which about 75 have been delivered and sold to Kansas City people. The committee on oil has continued its efforts to secure oil. The shortage of oil is not as serious as it was a week ago, probably accounted for to a large extent by the embargo placed on shipment of fuel oil to eastern points which became effective last Monday morning.

The greater part of the \$75,000 fuel emergency fund, being secured to take the place of the fund underwritten by a small group of Kansas City business men some time ago, has been subscribed, and more than \$58,000 has already been paid. The \$25,000 raised on the Kansas side has all been paid, but will not be available until the entire \$75,000 to be raised on the Missouri side has been secured.

This fund is a revolving fund, to be used in buying coal, coke and wood, wherever it may be available, this to be immediately resold to local dealers for distribution. Out of this fund will also be met the expenses of conducting the fuel emergency work, including clerical help, but no salaries.

The committees which have been working so faithfully for the past three weeks will be held intact for the present to be in readiness should it for any reason be necessary to call upon them again.

**FOREIGN
TRADE NOTES.**

The Kaum Kabushiki Kaisha of Japan, known in this country as the Ocean Transport Company, has opened offices in New Orleans with Mr. D. G. Cooke in charge, at 318 Carondelet Street. The J. H. W. Steele Company have been appointed as their loading agents. This company controls forty steamers and will make New Orleans a port of call for the Orient and European ports.

The M. R. Warriner, Inc., agents for the Elder Dempster Line Agency, advise that their principals are considering the establishment of a regular monthly steamship service from ports on the West Coast of Africa to New Orleans for the purpose of importing large quantities of African products, including cocoa, green and dry hides, mahogany logs, palm oil, palm kernels, spices, etc.

Members interested in any of these products through the port of New Orleans are asked to communicate with the Industrial Department.

CHRISTMAS MAIL.

Mr. Business Man: Sixty passenger trains have been taken off in Kansas City territory. Do you realize how this will tend to congestion of the heavy volume of mail between now and Christmas unless you start your Christmas mailing now?

Home Main 8844 Bell Main 914 **Factories** Chicago and North Milwaukee

Smith, Barnes & Strohber Co.

Manufacturers of **PIANOS** Established 1884

917-919 GRAND AVE.

STORES: Chicago, Milwaukee, St. Louis, Detroit, Kansas City, Mo. W.T. Simonson, sr. Gen. Mgr. Victor Victorlas and Records, Columbia Grafonolas and Records.

OIL BURNERS

Advance Oil Burner Company

Manufacturers of and Dealers in

OIL BURNERS FOR ALL PURPOSES

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Tanks and sheet metal products of all kinds.

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COLUMBIAN STEEL TANK CO.

"Tanks for the World" Established 1894.

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BOXES**

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KANSAS CITY, MO.

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President McLucas Addresses Rotarians

IN ANSWER to a request of the Rotary Club for an up-to-date statement on the fuel situation President W. S. McLucas met with that organization last Thursday noon. He gave them an interesting report in narrative form of the inside workings of the local Fuel Administration and the Chamber of Commerce committees that had worked with it from the time that the Administration called upon the Chamber for assistance. He treated the subject in such a way that the spirit of co-operation might have been his text as in connection with every move that has been made to conserve fuel and increase the supply he dwelt upon the services of the men who had sacrificed all of their time and their own businesses to work for the community in this crisis.

He pictured the working organization responsible for saving Kansas City and its people from greater privations than they had suffered in their homes, and from the shut-down of business which at one time had seemed absolutely necessary but which was only avoided by a comparative few men throwing themselves into the breach and saving the situation. He stated that the exceptions where organized bodies or individuals had asked for any concession whatever from the established rule of the administration were very few.

Speaking briefly of the switchmen's strike, which had for forty-eight hours complicated an already serious situation, had according to Mr. W. M. Corbett, head of the Fuel Administration, been broken as the result of the mass meeting called by the Chamber of Commerce and held on Sunday morning, November 30. He used this as an illustration of what an organized community working

along intelligent lines can do. He told briefly how a supply of coal had been secured for Kansas City, how the buying of coal had been financed by business men, how the local oil refineries, The Sinclair Refining Company and The Standard Oil Company, had promptly responded to a request to turn over their facilities for the production of fuel oil as against their higher valued products and at a price half of what was being asked in the open market. Every one of these points brought forth applause from men who realized what these things had meant to them.

Of the Chamber of Commerce, Mr. McLucas gave innumerable instances of responsiveness to every call from the Fuel Administration, from the Governor and the Adjutant General, and exhibited a file of tissue copies of telegrams nearly an inch thick as part of the Industrial Department's work in Washington, the Railroad Administration and Fuel Administration and Jefferson City, and how when a call was received for men the Chamber of Commerce had immediately opened a registration bureau and had filled every requisition. He reported several hundred skilled miners, engineers, firemen, pipemen, boiler men and powder men registered at the Chamber when the strike was declared off and on account of these having been held for a day or two awaiting a call to the coal fields they had all been paid for their time.

He closed with the statement that no situation in recent years has furnished a better example of what business men working together and maintaining a working organization means to a community.

YOU MUST SPEED UP PRODUCTION!

You, Mr. Manufacturer, must bear the burden imposed by higher wages and shorter hours. It requires 225 or more man hours now to do what was done in 200 man hours before the war.

The only way you can offset this condition is by increased production. You must make your machines do more. You must save both time and material by better shop practices.

Let Us Tell You How.

Speeding up factory output is our specialty. We have saved thousands of dollars for Kansas City manufacturers by eliminating wasteful methods and improving machine processes. Ask us about your problems.

All were ordered because of results we have achieved in the past.

We Are Now Building.

A special combination forming and punching press, and machines for: (1) Breaking a sheet-metal product. (2) Rolling weather strip. (3) Sealing paper cartons.

S. H. EASTERDAY, Machine Tool Specialist.

4 East Fourteenth Street, KANSAS CITY, MO. Home Phone, M. 8977.

NEW ENTERTAINMENT COMMITTEE APPOINTED.

When the committees for the new fiscal year were announced in The Kansas Citian of November 18 the Entertainment Committee had not been appointed. This has since been attended to with the result that the following members will constitute the Entertainment Committee for the current year as one of the Committees of the Young Men's Department.

Rudolph Hirsch, Chairman.

W. E. Lyons, Vice-Chairman.

E. S. North	N. H. Sooy
Burt J. Pierce	C. A. Spaulding
A. E. Poteet	L. E. Spencer
M. W. Rider	Lyle A. Stephenson
J. R. Russell	J. C. Swift
Wm. H. Scarritt	Grover Thompson
Herman Schmelzer	A. A. Trostler
Chas. M. Setzler	Roland R. Witte
Harry I. Sifers	F. A. Wright, Jr.
Ed. B. Smith	Newton L. Wylder
W. E. Smith	B. H. Hagerman
L. C. Anderson	Herman C. Henrici
Robt. M. Brockett	W. C. Lavat
E. H. Busiek	N. T. McAllister
G. H. Cox	Procter M. Masters
C. W. Crow	C. R. Mathews
Robert L. Dominick	J. H. Minor
W. W. Goit	Frank L. Newman
John C. Grover	

START YOUR OUT OF TOWN
CHRISTMAS MAILING NOW.

Have Your Clothes Cleaned by a Mem-
ber of The Chamber of Commerce

THOMAS DODS

CLEANING AND DYEING WORKS

3922 Main St. Both Phones: South 1524

Cady & Olmstead
Jewelry Company

Kansas City's
First Jewelry House

1009-1011 Walnut Street

FINE LETTER FROM HEAD OF ITALIAN MISSION.

The following letter from Commander Engineer Ferdinando Quartieri, Chairman of the Italian Mission that visited Kansas City, November 7 and 8, addressed to President W. S. McLucas has been received. It speaks for itself.

"The very enjoyable and instructive tour which, at the initiative of your National Chamber of Commerce, and with your valuable cooperation, we have made through your country is now ended; and before sailing for Europe it is my particular wish to send you and your colleagues, on behalf of the Italian delegation to the Trade Conference, a few words of leavetaking and thanks.

"The pressure of time and of work to be done was unfortunately too urgent to allow us to spend in Kansas City anything like the time which the importance of the center and our wishes would have indicated; but the two well-spent days we remained with you were sufficient to give us an idea of your splendid activities and to inspire us with much confidence in the utility of further cooperation between us. No doubt, we shall hear a good deal of one another again.

"Above all, what touched our hearts, and will remain impressed on our memories, was the hearty good-will, the courtesy and the friendliness with which you received us.

"In the confidence that results of much benefit to my country, and conducive to our broader mutual understanding and advantage, may come of our visit, allow me to express my warm personal thanks and those of all my colleagues, for the welcome extended to us, and for your cordial hospitality.

"Arrivederci!"

30 YEARS EXPERIENCE

Julius Baer
OPTOMETRIST OPTICIAN
11 EAST ELEVENTH ST.

Christmas Cigars
Christmas Candies

BUY NOW!—the supply is short.
Procrastination--Disappointment
Be ahead of the rush---Buy now.

Ricksecker Cigar Co.

"Fine Cigars by the Box."

Ninth and Walnut Streets

Y. M. D. Luncheon.

THE program given by the Y. M. D., at their luncheon held December 10, in the Francis I Room, Baltimore Hotel was devoted to the stimulating of interest in the American Legion, the 7th Regiment N. G. M., and kindred organizations for the enforcement of right and the protection of human lives and property.

The first number introduced by Mr. E. B. Berkowitz who presided, was Mr. Van Duzee of the Horner Institute who sang several songs.

Mr. Sid Houston, Commander of the American Legion for the State of Missouri made a short talk in which he stated that every man who is eligible to belong to the Legion and who doesn't join is not doing his duty, that one of the prime objects of this organization is to "make America safe for Americans."

Colonel Ruby D. Garrett was introduced and spoke on "What the American Legion Represents." He opened by saying that America is facing a very serious state of affairs, that while the men were away fighting for a cause which they thought was right America had become infested with a lot of parlor Bolsheviks, radicals, and men who called themselves non-partisans, who are doing nothing but trying to disrupt the American Government.

That the American Legion was formed to oppose these kinds of movements, to try and keep politics clean, and to uplift the country generally, was emphasized by the Colonel. Continuing, he said, "The men who were in favor of all this upheaval are doing all in their power to keep the Legion from becoming a factor for good in the United States." The fact that in the state of Washington, while members of the Legion were marching to celebrate the day of their victory over the Hun, they were fired upon by the Reds was enough he declared, to show any clear thinking man that these radicals feared that the Legion would become too great a power.

Mr. Garrett spoke briefly of the heroism of the boys in France, and told how he had seen them march 17 kilometers in the teeth

of a zero blizzard and reach the end of their march with a 100 per cent of men in the ranks; how on the battle fields he had seen acts of bravery never before equaled in any war in the history of the world. He stated that it was this American spirit, the desire to fight, for right, the fact that each man over there felt it a privilege to be fighting for a cause which 'down in his heart he felt was just, that caused the Germans to weaken and the war to be brought to a close eighteen months before the greatest military experts said it could be done.

Coming down to the present the Colonel declared, "The American people are asleep, in fact I think they went to sleep just as soon as the armistice was signed, and these Bolsheviks and other disturbers have an ideal time to plaster this country with all kinds of propaganda. The one thing that will do more to stop this continual stirring up of strife is the American Legion, and every man here even though he cannot belong to it should get behind the movement." Another thing that Colonel Garrett impressed on the minds of his hearers was to not only be patriotic, but to talk patriotism and assume an optimistic attitude.

When he made the statement that the non-partisan league was just another name for the I. W. W.s, a vigorous chorus of "you're right" greeted him—"If they are as good as they claim to be, let them start to clean up the states in which they are of so much more force than they are in Missouri. Now is the time for America to meet these issues fairly and squarely. "There are laws on our statute books which need to be changed and amendments to be added to our Constitution, but do we want these changes or these additions made by a body of men composed of radicals? That is the duty which should fall on the shoulders of Americans—and Americans in all that the word implies.

There are many men lined up with this so-called Non Partisan League who are good American citizens but who have been hoodwinked into believing that this League stood

(Continued on Page 894.)

Hudson-Brace Motor Co.

DISTRIBUTORS

Hudson and Essex Motor Cars

Main at 27th Kansas City, Mo.

State Bank of Kansas City

KANSAS CITY, MO.

CAPITAL \$100,000.00

SURPLUS \$75,000.00

DEPOSITS \$1,750,000.00



COOK PAINT & VARNISH CO.

A Quality Product for every purpose made in K. C.
COOK SERVICE IS REAL SERVICE. Gen. Office and Store 1319 Grand Ave.



ANNUAL STATISTICS.

Just as it is customary in business houses to take an inventory of stock at least once a year to determine the condition of the business so is it also necessary for a city to take stock to determine whether or not it has progressed and to what extent. That is the reason for the Industrial Department issuing yearly a statistical report.

The time of the year is again approaching when such a report must be issued. With that in mind letters have been sent during the past week to every manufacturer and wholesaler in Kansas City together with properly prepared blanks on which they have been asked to designate the articles which they manufactured or sold at wholesale during the year 1919, together with the amount of the output approximately in dollars. They have also been asked, as a matter of information for the Industrial Department, to state approximately the amount of their annual payroll and the number of their employees. All of this is information of very great value to the Industrial Department which is expected to have on hand ready for call, statistics of all kinds.

This was brought out during the recent Fuel Emergency. One of the first things called for by the Fuel Administration and the committees working with it, was a report showing the larger power users, the large coal users, those who burned oil and finally a request from Mr. Hale Holden,

Regional Director at Chicago, for a report as to the number of institutions having a supply of 500 tons or more of coal on hands. The Industrial Department furnished that information.

Members are asked and urged to co-operate with the Industrial Department in gathering the annual statistics for 1919, particularly the manufacturers and wholesalers, by promptly filling out and mailing the blanks above referred to. This information will be kept confidential. It will not be available for anyone outside of the Industrial Commissioner and his Assistant who will prepare the figures for publication in the same form as they were published last year. Similar lines will be grouped in such a way that the amount of no one particular business will be made public.

The department requests that these blanks be filled out and mailed so as to reach the department about December 24th. This will make it necessary to approximate the last week or two weeks' business which can very easily be done and still have the figures very close to the actual year's business.

Statistics along all our lines including bank clearings, population, assessed valuation, a complete list of all new concerns located in Kansas City during 1919, Post Office Receipts, Customs Receipts, building permits, transportation statistics, etc., will be compiled for publication the first of the year.

Bell Grand 1800

Home Main 8400

Acme Petroleum Co.

400-404 SECURITY BLDG.

Petroleum and its products in Tank
Car Shipments.

Bill Hicks

CATERING COMPANY

Commercial Work—also Homes

TROOST AT 330

BOTH PHONES

WE WILL PAY YOU \$50.00 A WEEK

during any period you are kept away from
business, either from accident or illness,

and from \$5,000 to \$12,000 in case of Accidental Death

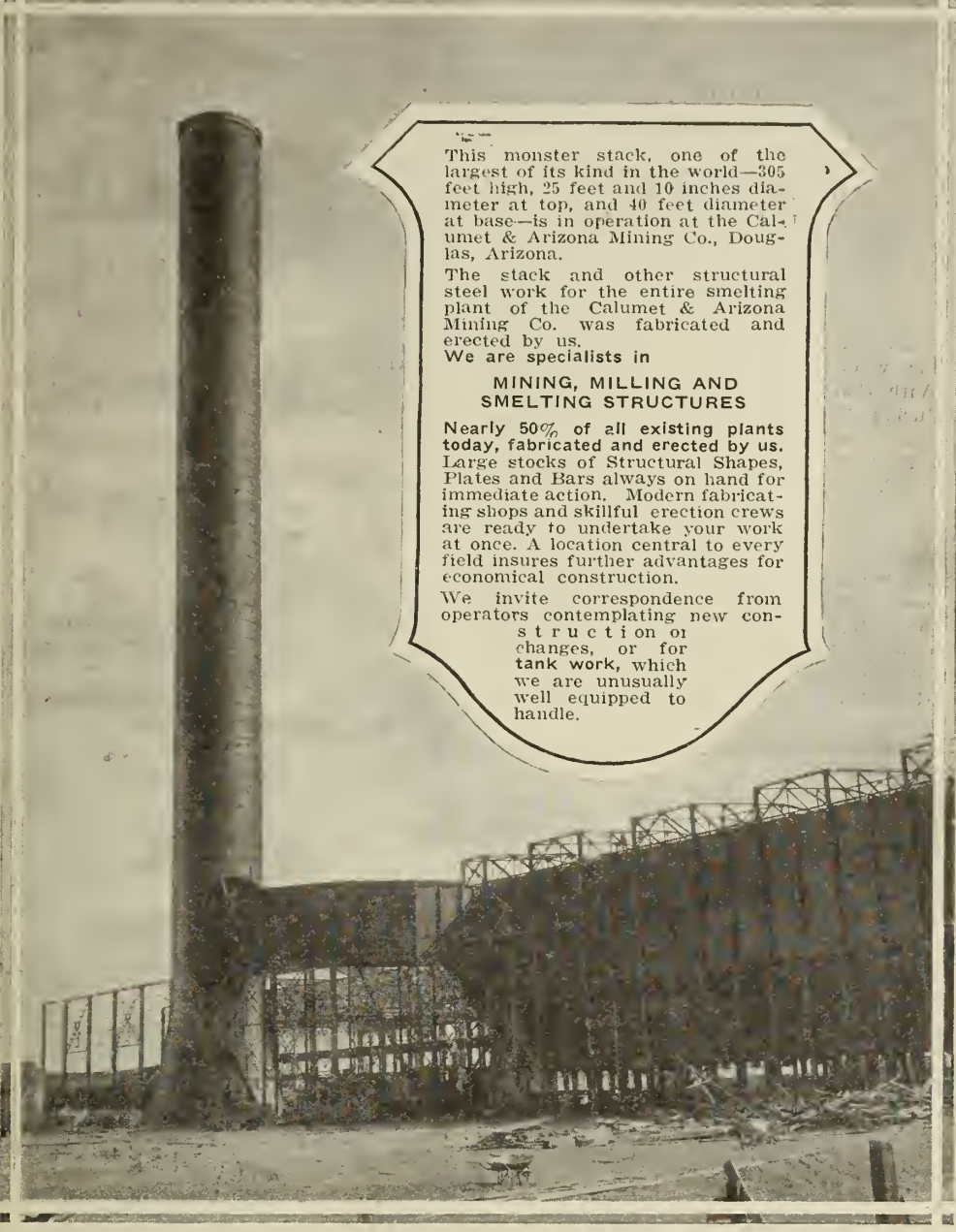
The Business Men's Accident Association

W. T. GRANT, Secretary

Gumble Building

Both Phones Main 4243

WE BUILT IT



This monster stack, one of the largest of its kind in the world—305 feet high, 25 feet and 10 inches diameter at top, and 40 feet diameter at base—is in operation at the Calumet & Arizona Mining Co., Douglas, Arizona.

The stack and other structural steel work for the entire smelting plant of the Calumet & Arizona Mining Co. was fabricated and erected by us.

We are specialists in

**MINING, MILLING AND
SMELTING STRUCTURES**

Nearly 50% of all existing plants today, fabricated and erected by us. Large stocks of Structural Shapes, Plates and Bars always on hand for immediate action. Modern fabricating shops and skillful erection crews are ready to undertake your work at once. A location central to every field insures further advantages for economical construction.

We invite correspondence from operators contemplating new construction or changes, or for tank work, which we are unusually well equipped to handle.

Fabricated and Erected by

Kansas City Structural Steel Company

Also Tanks

Kansas City, U. S. A.



Adrian Delvaux, Mgr

**"Quality Store
and
Cost No More"**

1209 Walnut Street

PRESCOTT & SNIDER

FIRST NAT'L BANK BUILDING
High Grade Municipals, Corporation
Bonds, Notes and Preferred Stocks.

Local Securities

NEW MEMBERS.

(Continued from last week.)

Porter & Wiser Jewelry Co. (Firm)
1113 Walnut St.
Powers, Benjamin M.
Lawyer-Ass't. City Counselor, Law Dept.,
City Hall.
Premier Tire & Rubber Co. (Firm-4 members)
Montgall & Nicholson.
Prescott & Snider. (1 additional)
(Ray L. Haden) 310 First National Bank Bldg.
Robinson-Rodgers Co., Inc., The (Firm)
1419-21-23 Campbell St.
Rose, Louis J.
K. C. Window Shade Co., 1010 Oak St.
Rosser, David T.
Mgr. Firestone Tire Co., 20th & Grand Ave.
Secular-Bishop Grain Co. (Firm)
512 Board of Trade Bldg.
Sifers Chocolate Co., The (Firm)
701 McGee St.
Sifers Confection Co. (1 additional)
(A. G. Sifers) 310-12 W. 20th St.
Simmons, W. H.
Owner Auto Electric Service Sales Co. 1405
McGee St.
Smack, Chas. L.
Central Electrotpe Co. 706 Baltimore.
Smith, J. Frank
Mgr. Good Roads Ass'n. of Greater K. C. 1020
Oak St.
Smith, W. J.
Swinehart Tire & Rubber Co. 1809 Grand
Ave.
Stratton, S. H.
Real Estate, 525 Lathrop Bldg.
Taylor, Geo. W.
Mgr. Jackson Laundry, 514 Independence Ave.
Taylor, John
Advertising, 806 Grand Ave.
Thompson Cigar Mfg. Co., Wm. F. (1 add'l.)
(Geo. F. Stegner) 818 Wyandotte St.

Triumph Tractor & Truck Co. (Firm)
203 Ridge Arcade.
United States Rubber Co. (Firm)
3rd Fl. Coca Cola Bldg. Temporarily. 807-11
Wyandotte St., Permanently.
Walthall, Dr. Damon
626 Lathrop Bldg.
Wetzel, W. H.
Carter Pleating Co., 1120 Walnut St.
White, Dr. J. E.
Dentist, 513 Chambers Bldg.
Wilson & Matthews. (Firm)
1003 Commerce Bldg.
Wood, Curtis W.
Northwestern Mutual Life Insurance Co., 630-
634 Scarritt Bldg.
Wornall, Kearney
The Broadway Bank, 2207 Penn.

MEMBERSHIP DUES.

(Continued from Page 881.)

present time many activities cannot be undertaken for lack of finances except by going out from time to time and raising money; also that many activities that are now undertaken cannot be carried through to completion for lack of funds.

It is therefore considered nothing more than good business that the association should be better financed than it is at the present time, in order that in these days of readjustment and with a possibility of almost anything developing over night, the organization should be financed so that its directors will have funds to draw on to meet unanticipated things as they arise.

Naturally to increase the dues, Section 7, Article 1, of the by-laws will have to be amended so as to make provision for personal membership dues being \$30.00 per annum and firm or corporation memberships \$60.00. Submission of the proposed amendment will be taken up by the House Committee at its next meeting.

Kansas City Fibre Box Co.

BOXES OF ALL KINDS
Fibre and Corrugated

Adams and Kansas Either Phone Main 5532

OIL AND GREASES
TRY MUTUAL SERVICE

MUTUAL OIL COMPANY

General Offices—13th and Locust
WORKS 1000 West 8th Street.
Both Phones

CHRISTMAS

Make
it a
Plant or
Flowers

WE STRIVE TO PLEASE
ALPHA
FLORAL Co.

Visiting Kansas City's Industries

Brown Bed Manufacturing Company

THE accompanying cut shows the plant of the Brown Bed Manufacturing Company, which is located at 4300 East 12th Street, and according to officials of the company contains 52,500 square feet of floor space, main portion of the plant being two stories high. The general offices and show rooms are located at 201-204 Gloyd Building.

This firm manufactures detachable, disappearing beds, wall beds and box springs, employing 20 people at the factory, 5 at the general offices and 2 traveling salesmen, who cover the territory into which the products of this firm are



shipped, being the states of Kansas, Oklahoma, Arkansas, Texas, New Mexico, Arizona, Colorado, Montana, North Dakota and South Dakota, Nebraska, southern Iowa and Missouri.

A branch plant has recently been established in Minneapolis.

The plant is equipped throughout with the most modern and efficient machinery for the manufacture of these types of beds, the finishing department being equipped with hot air kiln and air finishing machines for setting finishes.

The officers are: L. A. Brown, President and General Manager; Elmer E. Freeman, Vice-President; George D. Beardsley, Secretary; Walter F. Page, Treasurer, and R. L. Brown, Assistant Manager.

LABOR AND ANTI-TRUST LAWS.

(Continued from Page 881.)

all over the country to this demand and it is taken generally as pointing the way to industrial salvation. To Charles S. Keith, chairman of the Chamber of Commerce national affairs committee, is due chief credit for the launching of this campaign and it seems destined to become a real American issue.

Organized labor has certain definite and well recognized rights, but such rights are reasonably subject to the same limitations that are put upon other industrial factors. Leaders of labor organizations should be made responsible for their own acts and for the acts of

those whom they lead. So long as there is no actual legal responsibility resting upon radical leaders, they are unrestrained and free to go to any length to accomplish their ends. The object of the present movement is to make labor leaders equally responsible with business men under the law. The programme mapped out by business men in the interests of justice and the rights of the American people is a simple one. It ought to make an immediate and powerful appeal to congress. But experience has shown that congress is exceedingly slow to perform its full duties where the power of organized labor is pitted against the interests of the whole people.

APPRAISALS.

If you do not enjoy the many benefits of a disinterested APPRAISAL of the physical property used in the conduct of your business then you can be benefited by our expert service.

Arrange with us Now.

TOPPING VALUATION CO.
Public Appraisers.

1308 WALDHEIM BLDG.
Bell Main 448 Home Main 8649

DO YOU KNOW

Your Oldest Retail Coal Dealer

J. H. LEONARD COAL COMPANY

"Since 1881"

Home P. Main 687 Bell P. Grand 689
100 Bryant Bldg.



Merchandise Warehouse- ing and Distributing

BRANCH HOUSE FOR FACTORIES —
SPACE MERCHANTS — EXCELLENT
SWITCHING AND DOCKAGE

"The Service Symbol" 1316 W. 8th St. Phones M. 3002

Y. M. D. LUNCHEON.

(Continued from Page 889.)

for the right. The thing to do to get them back into a sane way of thinking is for those of us who are aware of the situation to take some action. It is very easy to criticize the other fellow, but instead of doing that take hold and render some actual service yourself—lend encouragement to such organizations as the American Legion, Seventh Regiment and similar movements, for the hope of the future of America is in the hands of the young men."

After Colonel Garrett finished his talk a motion was made by Mr. J. M. Guild, General Secretary of the Chamber, that a telegram of commendation and appreciation be sent the men of the Seventh Regiment who were then doing guard duty in the coal fields around Oskaloosa, Missouri. This was amended to include a more tangible evidence of the Chamber's appreciation of their efforts and "smokes" were ordered sent to cheer them. Following is a copy of the telegram sent by the Chamber and the reply which was received:

Kansas City, Missouri

December 10, 1919.

COL. THOMAS MOONLIGHT MURPHY,
Oskaloosa, Missouri.

At Young Men's Division luncheon today unanimous vote of commendation and appreciation made to the Officers and men of the Seventh Regiment for their splendid

The New England

CHAS. E. GIBSON, President
BEN. ALL, Vice-Pres.

T. F. ALEXANDER, Secy-Treas.
F. D. HUTCHINGS, 2d Vice-Pres.
J. W. RAMSEY, Asst Tre.

6% Farm Mortgages
Securities Company

414 N. Y. LIFE BLDG.

SURPLUS GOVERNMENT SUPPLIES.

The Zone Supply office, Surplus Property Division, Jeffersonville, Indiana, is offering for sale a number of textile items, such as Shirting Flannel, Webbing, Sheeting, Drilling, Duck and Putee Cloth, located at various depots and in quantities of from 500 yards up to several thousand yards.

All communications relative to these sales, should be addressed to Zone Supply Officer, attention Surplus Property Division, Jeffersonville, Indiana.

services in the coal fields. They want you to know that they are all back of you in the present emergency and in the future. Sincerely trust that accident of yesterday will not prove serious either to yourself or Adams.

YOUNG MEN'S DIVISION

W. MALCOM LOWRY, V. P.

H. F. McQUAY, Sec.

Oskaloosa, Missouri.

December 11, 1919.

H. F. McQuay

Secy. Young Men's Division Chamber of Commerce,
Kansas City, Missouri.

Telegram tenth received vote of your Division commending the Regiment is greatly appreciated. We are still on the job and will be until the last call is sounded. The Seventh belongs to Kansas City and like that City never stops while there is something of importance to do. Thanks from the boys for the smokes which are being put to their proper use.

COLONEL MURPHY.

Skylark Gasoline

Made in Kansas City

SEND TO
SQUIRE ELECTRICAL CO.

FOR
Electrical Repairs for
Everything Electrical

FIRST MORTGAGE TRUST CO.

WILLIS C. ALLEN, President WALTER DAVIS, V.-P. & Treas.
R. S. BEACHY, Vice-Pres. D. C. LUNDEEN, Secretary

FARM MORTGAGE SECURITIES

921 Baltimore Avenue

Buy Your Steam Coal
From
SINCLAIR COAL CO.

Traffic and Transportation

CONSOLIDATED CLASSIFICATION.

Consolidated Classification No. 1 as revised according to the findings of the Interstate Commerce Commission, will become effective December 30.

Despite the opposition of practically all shipping interests in the West and South, the general mixture rule (Rule 10) will become effective in Western Classification territory, (but only on traffic moving under class rates,) and in Southern Classification Territory.

Rule 10 in full as published, appears below:

"Section 1.—Applicable to the Official Classification: Except as otherwise provided, when a number of different articles, for which carload ratings or rates are provided, are shipped at one time by one consignor to one consignee and destination, in a carload (see Rule 14), they will be charged at the carload rate applicable to the highest classed or rated article, and the carload minimum weight will be the highest provided for any of the articles in the carload.

"Section 2.—Applicable to the Southern and Western classifications: Except as otherwise provided, when a number of different articles, for which carload ratings are provided, are shipped at one time by one consignor to one consignee and destination, in a carload, they will be charged at the highest class carload rate applicable, and the carload minimum weight will be the highest provided for any of the articles in the carload. This section does not apply in connection with commodity rates except, under Southern Classification, on articles classified as 'Fertilizer' rates or 'Special Iron.'

"Section 3.—Subject to the conditions of section 1 or 2, when the aggregate charge upon the entire shipment is made lower by considering the articles as if they were divided into two or more separate carloads, the shipment will be charged accordingly, as follows:

"(A) Under Official Classification, the charges on each separate carload will be based upon the carload rate applicable to the highest classed or rated article therein and the highest carload minimum weight provided for any of the articles therein.

"(B) Under Southern and Western Classifications, the charges on each separate carload will be based upon the carload rate applicable to the highest classed article therein and the highest carload minimum weight provided for any of the articles therein, but if one of the carloads is subject to a commodity rate the carload minimum weight applicable to that rate will apply on such carload.

"Section 4.—When the aggregate charge upon the entire shipment is less on basis of carload rate and minimum carload weight (actual or authorized estimated weight to be charged for if in excess of the minimum weight) for one or more of the articles and on basis of actual or authorized estimated weight at less than

carload rate or rates for the other article or articles, the shipment will be charged for accordingly.

NOTE—Rule 10 will not apply upon articles for which carload ratings or rates are not provided nor upon shipments of live stock.

Specific carload mixtures will not prevent the application of Rule 10 to the same article or articles in mixed carloads with other article or articles not named in the mixture.

If a lower charge results under the application of Rule 10 than under the provisions for a specific mixture, Rule 10 will apply."

The Department opposed the adoption of Rule 10 in Western Classification territory, appearing at hearing and submitting extensive exhibits. A brief was also filed in support of the objections of the Kansas City shippers. Subsequent to the Commission's decision approving the rule, the Department filed protest and argument with the Railroad Administration, pointing out where this rule would work a hardship on western shipping interests, and asking that the rule not be adopted in this territory. Copies of the protests were sent to traffic representatives of commercial organizations in every important western community, many of whom in turn also protested.

The annual subscription price to the Consolidated Classification, is \$1.50 per year, and request should be addressed to the Consolidated Classification Committee, 1323 Transportation Bldg., Chicago.

The Exceptions to the Southern Classification, which have heretofore been published as part of the Southern Classification, will be published separately, and can be secured at an annual charge of \$1.00 by writing the Southern Classification Committee, 25 Transportation Bldg., Atlanta, Ga.

BY-PRODUCTS INCREASES WITHDRAWN.

The increased reshipping rates on grain by-products, including molasses feed, etc., from Chicago, Mississippi river, etc., to Central Freight Association and Eastern Trunk Line territories, proposed to become effective in the very near future by the Railroad Administration, have been withdrawn pending hearing before the Central Freight Association Freight Traffic Committee at Chicago. It was proposed to increase the rates to the wheat rate bases.

NEW EXPORT TARIFFS.

Agent Boyd has issued export tariff 1016, applying to Gulf ports from points west of the Mississippi River, and export tariff 1018 applying on classes and commodities from Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania and West Virginia, to Gulf ports, effective December 31.

(Continued on Page 896.)

Electric Wiring—Supplies—Machinery—Repairs

DENTON ELECTRICAL SERVICE

A Shop Equipped to Furnish Anything Electrical

TRAFFIC AND TRANSPORTATION.

(Continued from Page 895.)

Agent Spicden has issued Export Tariff 95, covering rates on classes and commodities from C. F. A. territory to Southern Atlantic ports, effective December 1.

Interested parties should secure these tariffs.

OIL MOVEMENT.

The Railroad Administration has appointed E. L. Brown, traffic assistant, with Headquarters at Dallas, Tex. He will have jurisdiction over oil movement in regions of Oklahoma, Texas and Louisiana, including inbound movement of oil well supplies. He will also supervise issuance of permits by the railroads and will control routing of oil and empty oil tanks. Mr. Brown will report to Regional Director Bush.

GRAIN AND PRODUCTS MINIMA.

The Railroad Administration adheres to the position taken that they will not grant the privilege of double loading grain products at the minimum weights formerly applicable, (before the recent advance in minima made under orders of the Railroad Administration.)

The Railroad Administration has ruled that in connection with increased minimum weights on grain and products it is not contemplated that published transit privileges should be affected; but rather that they should be controlling as to minimum weights on shipments from transit point.

DES MOINES GRAIN CASE.

The complaint filed with the Interstate Commerce Commission, by the Greater Des Moines Committee attacking rates on grain from points west of the Missouri river to Des Moines and rates from Des Moines to Mississippi river, etc., was heard in Des Moines, December 8, 9 and 10. E. H. Tipton, representing the Traffic Department, attending the hearing.

The Department intervened in this case on behalf of the Kansas City Board of Trade, contending that if Des Moines be given a rate of 5c from Kansas City to Des Moines, that the same rate should be applied from Des Moines to Kansas City; also that Kansas City should be accorded a full line of transit to fully cover grain from Iowa territory to the south.

TRANSFER MEETING.

Meeting of the 11th Division of the Traffic Department, (transfer and storage interests,) was held December 11. Matters affecting the economic handling of freight by transfer companies were discussed, especially the handling of freight at the Wabash freight house. Earl Lind, agent of the Wabash, attended the meeting.

GRAIN SCREENINGS FROM MINNEAPOLIS.

Effective December 15, in supplement 7, item 140-B to Missouri Pacific tariff No. 1313-E, the carload rates on grain screenings (also Brewer Grits, Brewers Meal, Wheat Chops, Corn Flake,

Corn Germ, Corn Meal, Gluten Feed, Gluten Meal, Grits, Hominy, Hominy Feed, Malt, Mal-zea, Middlings, Oat Dust, Oat Groats, Oat Hulls, Oat Meal, Pearl Barley, Shorts), Minneapolis to Kansas City, were increased to 20c. The Missouri Pacific has carried rates on these articles lower than rates of the other lines.

In tariff mentioned above, the Missouri Pacific carried a rate of 14c on grain screenings, and the other articles mentioned, Minneapolis to Kansas City, which some time back they tried to increase to 19½c. The Department brought to the attention of the Interstate Commerce Commission, the fact that the Freight Rate Authority cited in connection with the increase then proposed, did not grant such authority and supplement carrying the increase was rejected.

MATTERS BEFORE DISTRICT COMMITTEES
Chicago Committee.

Docket 1047. Proposed to establish on Formaldehyde from Wells, Mich., to Kansas City and other Missouri River points, also to Chicago, St. Louis, etc., commodity rates now in effect on Wood Alcohol, Ancetone, etc. (Dec. 17.)

Dallas Committee.

Docket 434. Under this docket, notice of which appeared in this issue December 24, 1918, it was proposed to adjust commodity rates from Kansas City, St. Louis and defined territories to Texas common points by observing the rates to Houston-Galveston Group as maxima or to increase rates to the Houston-Galveston Group to the Texas common point basis. Upon instructions from Director Chambers this subject has been withdrawn and cancelled from the docket.

RATES AUTHORIZED.

F. R. A. 17369. Authorizes the application of wheat rates on Feed, prepared stock, poultry or pigeon, not medicated or condimental, C. L. in lieu of various terms now used covering mixed or prepared feed such as mixed stock feed, molasses feed, alfalfa feed, at grain or grain products rates.

F. R. A. 17919. Authorizes E. B. Boyd to amend item 2620 his tariff 120 to provide for application of straight carload rating on mixed shipments of sal soda; sodium, carbonate of; soda ash; monohydrate or sesqui carbonate; in packages or in bulk from Missouri river, Mississippi river, etc., to Utah common points.

F. R. A. 17959. Authorizes following rates on silicate of soda in tank cars to New Orleans, La., from Kansas City 34c, Omaha and Sioux City 40c, Lincoln 44c per 100 lbs.

(Continued on Page 897.)

Western Newspaper Union**Advertising—Stereotypers**

Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field

Advertising Rates On Application.

304 W 10th St.

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WE SELL SERVICE
F. C. SHARON REAL ESTATE COMPANY
615 REPUBLIC BLDG.

Rentals
Leases
Sales
Property Managed

TRAFFIC AND TRANSPORTATION.

(Continued from Page 896.)

F. R. A. 18134. Authorizes publication of rates on fresh meat, C. L., from Nebraska City, Neb. to Oklahoma points based 11½¢ per 100 lbs. over rates in effect from Kansas City.

F. R. A. 18136. Authorizes wheat flour rates on barley sprouts and malt sprouts, C. L., from Missouri river and other points named in C. R. I. & P. tariff 1988 to points of destination shown in that tariff in Arkansas, Louisiana, Texas, etc.

F. R. A. 18160. Authorizes on hay, carloads, from Kansas City and other Missouri river points to Mohawk, Emerson, Buster, Kerlin, Magnolia, Ark., rate 11½¢ and to McNeil, Ark., rate 10¢ per 100 lbs. higher than rates to Little Rock, Ark.

F. R. A. 18163. Authorizes C., R. I. & P. R. to amend its tariff 29175-C to provide for the following rates on horses, mules and asses, C. L.

Between	Kansas City	Omaha
Elbing, Kans.	\$46.50	\$71.50
Whitewater, Kans.	47.50	72.50
Furley, Kans.	47.50	72.50
Kechi, Kans.	49.00	72.50
Wichita U. S. Yds., Kas.	50.00	73.50
Wichita, Kans.	50.00	73.50

F. R. A. 18186. Authorizes following addition to storage rules:

"On shipments of the less dangerous and relatively safe explosives, which under the I. C. C. regulations require 'flammable' placards, or which do not require placards, and on shipments of dangerous articles other than explosives which under the I. C. C. regulations require 'flammable' or 'acid' placards, held in cars, when the loading or unloading is done by shipper or consignee, either as required by classification or tariffs, or at the request of shipper or consignee, two dollars per car per day (Sundays and legal holidays excluded) in

addition to the regular demurrage and track storage charges."

F. R. A. 18377. Authorizes rate 49½¢ per 100 lbs., on hides, green salted, C. L. from Kansas City and other Missouri river points to Boyne City and Kalamazoo, Mich.

F. R. A. 18375. Authorizes M., K. & T. R. R. to amend its tariff 4250-C by publishing the following rule: "No switching charges of connecting lines at Kansas City, Mo., will be absorbed on grain, either from local or competitive points when destined or reconsigned to elevators or industries on connecting lines at points shown on title page of tariff to be amended."

F. R. A. 18384. Authorizes K., C. S. Ry. to amend its Reconsignment Circular 181-C as follows:

"Carload shipments of rosin and turpentine originating at stations in Arkansas, Louisiana or Texas, where through rates are in effect may be stopped at Kansas City, Missouri, Kansas, for the purpose of storage, assorting, inspection, repacking, unloading, completion of loading, weighing or reconsignment, changing, consignee, destination or ownership (without disturbing contents of car in any way) and subsequently reshipped to point of destination in direct line of transit beyond subject to the following conditions." Similar change also authorized Missouri Pacific tariff 1670-B.

F. R. A. 18396. Authorizes rate 44¢ per 100 lbs. on dried beans and peas, C. L., from Torrington, Vaughn and Lingle, Wyo., to Kansas City and other Missouri river points.

F. R. A. 18568. Authorizes all lines to amend their tariffs naming commodity rates that refer to various classifications for descriptions, etc., to provide that the descriptions, rules, etc., named in Consolidated Classification which will become effective December 30, 1919, will apply in lieu of classifications now referred to.

AWNING STORAGE

WE WILL TAKE DOWN YOUR AWNINGS,
STORE THEM FOR THE WINTER, PROTECT
THEM WITH INSURANCE AND PUT THEM
UP NEXT SPRING.

Work Done By Experienced Men.

Awnings Stored so they will not deteriorate.

CALL MAIN 774, Either Phone.

Baker & Lockwood Mfg. Co.



ESTABLISHED 1870

KANSAS CITY,
MO.



How the Fuel Crisis Was Met and the Situation Today,

W. M. Corbett

Chairman Regional Committee
U. S. Railroad Administration.

What of the Future

if a recurrence is to
be made impossible?

Charles S. Keith

Chairman National Affairs Committee.

That will be the program at the

Bi-Weekly Luncheon

Wednesday, December 17, 12:15 o'clock

Francis I Room, Hotel Baltimore.

This will probably be the last luncheon of the year.

Every member should attend.

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 51

KANSAS CITY, TUESDAY, DECEMBER 23, 1919

"What of the Future?"

by

Mr. CHARLES S. KEITH,

Chairman National Affairs Committee.



Mr. FORREST C. COCHRAN,
Chairman Fuel Emergency Fund.

"Merry Christmas"

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

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W. MALCOM LOWRY HERBERT M. WOOLF
ANDREW YOUNG

WHOLESALESALE WANTS JOBING TRADE DIRECTORY.

One of the first things that the Wholesale Trade Committee asked for at their meeting last week was the preparation of a Wholesale Trade Directory similar to the Trade Directory which is now being issued by the Industrial Department for the manufacturers.

They want this directory for distribution among all of their customers in this trade territory and to put in the hands of all of their salesmen so that when a salesman is asked for an article which his house does not handle he can immediately tell his customer where he can get it in Kansas City.

This is another way in which the Wholesale Trade Committee hopes to establish a co-operative spirit between the various houses and in that way help to build up the Kansas City market. Preparation of such a directory will be started at once.

SPECIAL INDUSTRIAL NUMBER JANUARY SIXTH.

The January 6 issue of The Kansas Citian is to be made a special industrial number. It will contain among other things all of the industrial statistics for the year, 1919, with a lot of other industrial matter of interest to the membership and is planned to show the remarkable strides which have been made by Kansas City industrially during the last year.

In addition to the regular circulation, one firm has already ordered 400 copies to be mailed out to a special mailing list, and the Industrial Department proposes to mail copies to quite a lot of industrial prospects. The mailing list therefore will be considerably augmented. Full details as to what the issue will contain will be found in The Kansas Citian next week.

In the meantime, the Advertising Department calls attention to the fact that this will be an exceptional issue, of probably 32 or 36 pages and one of special interest to construction people, building supply dealers, banks, etc. The advertising rates will not be increased due to the enlarged circulation or the increased size of the paper. Copy and contracts should however be sent in well in advance of this issue. Members interested in advertising in this special edition are asked to communicate at once with the Advertising Department. Main 119.

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The Kansas Citian goes to 4600 Members week

Annual Inventory.

A REPRESENTATIVE of one of the big insurance companies came to the Chamber of Commerce a few days ago for all the statistical data that could be furnished about Kansas City, particularly industrial figures. The information was volunteered by the representative that presumably the company was planning to apportion its funds for the coming year. The figures available were immediately furnished but with the statement that within a few days the Industrial Department would have completed and be able to furnish statistics for the year 1919, right up to the minute stuff.

Evidently Kansas City is to be measured by that insurance company by its volume of business and general industrial conditions which are basic to everything else. This serves as an illustration of the necessity for Kansas City being prepared to make the best possible showing at all times. It also serves as a splendid argument for the manufacturers and wholesalers giving immediate attention to the blanks that have been sent to them by the Industrial Department with a request for a list and the volume of the articles they have made or sold.

If Kansas City is to get the full benefit of the vast business done here every member must help in seeing to it that everything is recorded. It is just like taking an annual census that will establish Kansas City's stature among the cities of the United States for another year.

The figures of individual concerns do not become public property and are known only to the Industrial Commissioner and his assistant. These will be "bunched" with others in the same line of business for a good showing in the New Year's issues of the newspapers. They will also be used this year in a big industrial issue of The Kansas Citian on January 6 and will later

Fuel Emergency Fund

THE response to the call of President W. S. McLucas to the business men of Kansas City for an emergency fund of \$100,000 to be used in the purchase of coal, coke and wood and for handling the incidental expenses in connection with the recent fuel crisis has been very gratifying.

Under the direction of Mr. Forrest C. Cochran, Chairman of a special committee and Mr. Walter M. Jaccard, Treasurer, a fund has been subscribed, of which \$94,416.50 has already been paid into the Chamber. This has made it possible, with the \$25,000 raised and made available immediately by the Kansas side Chamber, to return the notes given by a small group of business men to finance this proposition pending the solicitation of this special fund. These notes have all been returned to their makers.

The fund was apportioned to the various business interests and the following list shows the name of the man responsible for each line, their quota and the amount raised to date. All of this has not been paid in. Those who have not paid are asked to send in their checks at once in order that that part of the work may be closed up.

	Quota	Subscribed
G. H. Davis, Grain.....	\$ 5,000	\$ 6,480.00
W. H. Weeks, Live Stock....	5,000	5,520.00
E. L. Brundett, Pub. Utilities	5,000	100.00
R. L. Hawkins, Retailers	15,000	17,075.00
Jas. McQueeney, Mfg'r's....	10,000	8,995.00
Walter Negbauer, Wholesalers	12,000	14,900.00
Robert Greenlease, Auto Deal.	5,000	950.00
H. V. Jones, Real Estate B'd	3,000	3,000.00
James Ketner, Hotels	5,000	5,050.00
A. B. Carder, Restaurant Men	3,000	
H. C. Flower, Banks	15,000	13,526.50
Percy Bryan, Coal Dealers	5,000	
C. C. Jones, Insurance	3,000	790.00
C. A. Braley, Oil	5,000	6,500.00
B. H. Smith, Bakeries	2,000	
F. W. Porter, Laundries	2,000	1,975.00
Godfrey Swenson, Build. T'd's	2,000	
W. F. Helm, Fruit & Produce	3,000	3,000.00
A. F. Seested, Newspapers ...	2,000	1,000.00
H. P. Wright, Invest. Bankers	3,000	1,100.00
W. S. Dickason, Lumber Int...	5,000	8,575.00
Lawrence E. Smith Graphic Arts	3,000	3,000.00
		<hr/> \$101,536.50 <hr/>

be issued in folder form in larger quantities for use throughout the year.

WHOLESALE PLANS FOR ACTIVE YEAR.

When the Wholesale Trade Committee was called to order by Chairman K. L. Barton, Jr., last Tuesday afternoon for the first meeting of the new year, every member of the Committee was present except one, the only exception being a man who had just returned from service with the Seventh Regiment in the coal fields in southern Missouri, a very acceptable excuse for his absence.

The spirit shown by the Committee in its attendance was carried out in the progressive program which it immediately started.

The Committee is enthusiastic over the possibilities of putting the Kansas City market on the map "right" and they propose to do it. The first thing they did was to get behind the securing of industrial statistics for 1919, unanimously approving the idea of gathering statistics showing the amount of jobbing trade, factory output and all the other lines of statistics which the Industrial Department is now compiling. They want the statistics covering the jobbing trade to be correct as they feel that these statistics are of no value unless they are correct. They are urging, therefore, that the wholesalers respond promptly to the request which has gone out from the Industrial Department for the listing of their jobbing trade on the blanks provided for that purpose and have them in the hands of the Industrial Commissioner on December 24.

The Committee itself will not see these statistics until they have been compiled and are ready for publication, as the Industrial Department has promised that the figures of any one firm will not be available to any one except the Industrial Commissioner and his assistant and then only for the purpose of tabulating. Similar lines will be grouped so that no one firm's business will be intelligible to anyone, as some firms would possibly object to having their individual business made public.

The committee also went on record as favoring the mailing of these same statistics when they are prepared in pamphlet form, as they will be about the middle of January, to all merchants in this trade territory.

They also approved the special industrial issue proposed for The Kansas Citian for January 6, and are planning to give it a special circulation.

As a good start for the new year they are planning a big rally of wholesalers at a

(Continued on Page 913.)

NATIONAL CHAMBER BUILDING PROJECT.

The plans of the Chamber of Commerce of the United States to erect in Washington a permanent headquarters building has been before the Board of Directors for some time, in a more or less tangible form.

As announced some time ago, ground has been purchased at the corner of H Street and Connecticut Avenue, an area of 3,500 square feet, at the cost of \$775,000. On this, it is proposed to erect a building and furnish it at an approximate cost of \$1,725,000, making the entire property—land, building and furnishings, represent a total of \$2,500,000. Ex-President Harry A. Wheeler is Chairman of the Committee on financing the building, while L. S. Gillette of Minneapolis is Chairman of the Building Committee.

The local Chamber has been asked to give endorsement to the building project; to give publicity to the project and to the Chamber of Commerce of the United States during the period of the campaign; and to raise an allotted quota for Kansas City either through the organization itself, or one of its committees. Names of local business men who are in a position to assist in raising Kansas City's quota are asked and particularly the name of some one who may be made chairman of the local committee.

All local responsibility for the consideration of the project and Kansas City's connection with it, has been placed in the hands of the Chamber's Committee on National Affairs of which Mr. Charles S. Keith is Chairman.

PRESCOTT & SNIDER

FIRST NAT'L BANK BUILDING
High Grade Municipals, Corporation
Bonds, Notes and Preferred Stocks.
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Coal Crisis and the Future

THE "S. R. O." sign had to be used at the bi-weekly luncheon last Wednesday when the fuel crisis was discussed, and legislative plans outlined for the prevention of a recurrence. The same interest and support that has been apparent throughout the fuel crisis was in evidence to the extent of an overflow of more than a hundred members, making the total attendance nearly three hundred. This was a splendid testimonial to the services of the two local speakers, W. M. Corbett, Chairman, Regional Committee U. S. Railroad Administration and Charles S. Keith, Chairman, National Affairs Committee of the Chamber of Commerce.

In introducing Mr. Corbett, President W. S. McLucas commended the service given by him as head of the local fuel administration. Responding, Mr. Corbett declared it unnecessary to go over anything of the past on the theory that the water that has gone over the wheel can do no further good. He reported a lot of high priced coal now on hand and briefly outlined the efforts that had to be made to secure it from Alabama, Kentucky, West Virginia, Pennsylvania, Colorado, Wyoming and Utah, as a result of which Kansas City had been able to keep not only its own homes comfortable, its business wheels turning, but had been able to help near-by points.

Speaking of some concerns that are not buying coal now, thinking they will get lower prices within a short time, he declared that if they find themselves short of coal within a week it will be their own fault, that the coal now on hand, high priced because of the long distances it had been transported, will be distributed to those who will take it, explaining that such coal was bought at prices fixed by the Government at the mines plus actual transportation charges.

Of four hundred car loads of Arkansas slack he reported two hundred already received and disposed of and that the balance would be distributed immediately on arrival, and that of the great volume bought by and shipped to the Chamber of Commerce 1000 tons had been turned over to Hutchinson, Kansas, and 300 tons to Leavenworth. He described briefly the conditions in the territory surrounding Kansas City where coal had been unavailable and where they did not have facilities for getting it.

Speaking of the difficulties of conserving coal supplies he told that until sixty passenger trains had been taken off it had been extremely hard to make ends meet, but that as the crisis was passed the last of the

trains would be restored to their schedules within twenty-four hours. He told of several cars of Pennsylvania coal that was then enroute, but that this was needed immediately by the railroads. He stated that any coal that might now come through the office of the Regional Director at Chicago would be turned over to the smaller towns nearby, that what coal and fuel oil the Chamber of Commerce had secured for Kansas City would be sufficient for its needs.

He reported the Procter & Gamble and Peet Brothers Manufacturing Companies, which had closed on account of their coal having been confiscated in order to keep water and light plants going, had resumed operations.

"The people of Kansas City are under lasting obligations to the Chamber of Commerce for its quick responsiveness and whole hearted co-operation," he said, and that the Chamber's timely action had prevented the closing down of industries with consequent unemployment, loss of time and suffering. He thanked President McLucas on behalf of the fuel administration for the Chamber's staunch and stalwart support at the mass meeting held Sunday, November 30 in connection with the switchman's strike toward the breaking of which the sentiment of the meeting had contributed so much.

In closing Mr. Corbett thanked everyone present for having carried out so willingly and loyally the rules and regulations of the fuel administration that had been found necessary in order to meet the crisis.

In introducing Mr. Keith, President McLucas reminded the audience that while the fuel crisis was seemingly over and the situation well in hand every business man should give serious thought to the future if a recurrence is to be made impossible, and stated that that would be the text of Mr. Keith's remarks.

Mr. Keith in what he said showed himself to be not only a student but a master of National problems confronting business men and of economic conditions generally. His remarks were such that they are published in full elsewhere in this issue.

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NEW STATE CONSTITUTION MOVEMENT.

The demand for a new State Constitution which was insistent during the Legislative session held the first five months of the year, is being revived. The reason is that in order to insure action at the 1921 Legislature it is necessary that publicity and educational work be started at once. The Board of Directors of the Chamber of Commerce endorsed the movement for a new Constitution on November 29, 1918 and on recommendation of the Civics Department, appointed a new Constitution Committee, of which John I. Williamson was Chairman.

The Chamber of Commerce and the Mayor co-operated in calling a meeting of mayors and representatives of the chambers of commerce and other civic organizations in Missouri at Kansas City on December 9, 1918, at which one of the main topics for discussion was the need for a new constitution. At this meeting the Constitution League was formed with Colonel E. M. Harbor, City Counselor of Kansas City as President, Mayor Henry W. Kiel of St. Louis Vice President, and Sidney J. Roy of Hannibal, Secretary.

The organization centralized the efforts of all organizations actively at work for or interested in a new constitution. When the bill providing for the calling of a Constitutional Convention was pending before the Legislature, the Chamber of Commerce twice sent its committee to Jefferson City to appear before committees and in other ways to help advance the bill. In addition on several other occasions, when representatives of the Department of Civics were in Jefferson City, efforts were made to secure action. In spite of this activity, which was duplicated by other cities, the Legislature failed to pass the bill.

In June, 1919, the Secretary of the Department of Civics attended a meeting in St. Louis at which an organization was perfected, combining the existing new Constitution League and new Constitution Association under the name of New Constitution Association. Mr. J. Lionberger Davis of St. Louis was elected President of this organization. Dr. H. J. Waters, fourth Vice President of the Chamber of Commerce of Kansas City is a member of the Executive Committee. At this meeting plans were laid for the campaign of education to secure the pas-

DATES SET FOR ANNUAL TRACTOR SHOW.

The Fifth Annual National Tractor Show, considered America's greatest exhibition of tractors, tractor accessories and power farming equipment, will be held February 16 to 21 under the direction of the Kansas City Tractor Club.

Instead of a temporary structure to house the 1920 show the exhibits will be shown in the Overland building at 25th and McGee Traffic Way, where over four acres of floor space is available for exhibition purposes. It is conveniently located near the Terminal tracks so that exhibits can be quickly transferred directly to the building.

From reservations already made and the way new exhibitors are applying for space, the 1920 show promises to surpass all previous exhibitions of the kind.

About 30,000 square feet of additional exhibition space is made available through the use of this building and this will accommodate numerous exhibits of latest models of power cultivators and light tractors developed through war time experience. These machines will be on display for the first time in Kansas City.

Mr. Guy H. Hall, Secretary of the Kansas City Tractor Club and Manager of the annual shows for the past four years, has devoted his entire time to this work and he promises that the 1920 show will surpass last year's exhibition from every standpoint.



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Kansas City New Orleans

sage of the new constitution bill at the next session of the Legislature, which begins the first Monday in January, 1921.

Work will be conducted in every county in the State. Promotion of this movement will be one of the first activities of the Department of Civics during the coming year. The securing of a new constitution in the opinion of the Department is the biggest thing before the State of Missouri at the present time.

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What of the Future?

If a Recurrence of the Fuel Crises is to be Made Impossible?

By CHARLES S. KEITH, Chairman National Affairs Committee

At the Weekly Luncheon, December 17, 1919

I HAVE been requested to discuss before you today some of the things which the American public finds itself confronted with and in which the Chamber of Commerce and other similar organizations can interest themselves to the benefit of their members and the public. We should realize that we are living in times of the greatest social unrest that has existed for centuries. Following the Revolutionary War a similar condition existed but it was not so accentuated as that of today. The high cost of living, which is but another name for the payment of great waste created by the war, is encouraging men to acts which are clearly against the public interest and yet we find on our statute books, according to statements which are credited to the Department of Justice, no laws by which the situation can be handled. Radical leaders of labor and other organizations, have seized upon these conditions to crystallize this unrest to secure legislation and to initiate governmental policies in the interest of themselves. We have recently witnessed an organization of men, rendered immune under a revision of our statutes, in a giant conspiracy to stop the production of a commodity necessary to the public health and prosperity. We have seen this organization in open defiance of mandatory orders of our Federal Courts. These Court orders were issued under the Lever Act. This Act will shortly be removed from our statute books by the legal return of peace. It is assumed when this occurs there will be no law by which they can be curbed. It has been variously stated that the organized labor movement in Great Britain and the United States are both awaiting the removal of governmental restrictive war powers in order to force their policies and strike at a time when the government has no power to restrain.

Gentlemen, this country is confronted with a dangerous condition and we are not organized to oppose it. The time has come for the merchant to think beyond his count-

ing room. These organizations are unrestrained in the exercise of privileges granted by Congress through the passage of the Clayton Act. These organizations are so strong today that they deny the right of arbitration to capital, and, to secure their end, are willing to freeze and starve the public. Without some constructive legislation, we may have revolution. Having in mind the rights of the people are predicated on the rights of the individual, that the whole people are merely a group of individuals, no minority should be given a right or a privilege which can be exercised to invade the rights of the individual or all the people. While a right might be vested in an individual, it should not necessarily be vested in a combination of individuals. An individual might have the right to fix his own prices. A combination of individuals does not possess such a right. An individual has the constitutional right to work or not at his pleasure. A combination of individuals should not possess such a right. At least, neither should possess such right uncontrolled or unregulated.

With this thought in view The Chamber of Commerce of Kansas City, believing that the people had certain rights in opposition to the rights or privileges exercised by certain groups and vested in them by the Clayton Act, adopted a resolution through its Board of Directors which clearly embodied a constructive remedy for the situation, to-wit:

First. They recommended that no class of individuals should be granted a right by law that is not granted to all other classes of individuals. This means that they have recommended the Clayton Act should be repealed insofar as it confers class privileges. In the repealing of the Clayton Act, or such portion thereof as removes preference under the law, the exemption of agriculture, horticulture and labor associations would be removed and they would again come under

(Continued on Page 912.)

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MEXICAN TRADE CONFERENCE.

Official call for a United States-Mexico Trade Conference of manufacturers, bankers, exporters and importers and merchants interested in trade between the United States and Mexico to be held February 11, 12 and 13, 1920, in Mexico City has just been received.

The Conference is called by the American Chamber of Commerce of Mexico and is for the purpose of discussing questions of vital importance to the trade between these two countries.

The subjects to be discussed will be:
Mexican sales methods and distribution.
Mexican agencies and representations.
Mexican banking facilities.
Mexican credits.

Financing the exports of Mexico.
Shipping and packing merchandise for Mexico.

Trade marks in Mexico.

The proceedings will be in English, but the report of the Conference will be printed in both English and Spanish.

Local manufacturers and others interested are invited to send representatives. Those intending to send representatives are asked to notify Industrial Commissioner E. W. Mentel, and full details will be furnished.

NORFOLK LIKES AUTOMATIC TELEPHONE.

In a letter just received from Secretary W. A. Cox of the Chamber of Commerce-Board of Trade, Norfolk, Virginia, Norfolk's experience with telephones is covered. As this has quite a bearing on the local situation the letter is published in full:

"I have noticed with interest from time to time the discussion in the 'Kansas Citian' regarding the proposed installation of an Automatic Telephone System and in this connection I take the liberty of telling you just a bit about Norfolk.

The service of the Chesapeake & Potomac Telephone Company of Virginia (Bell) under the all manual system was so unsatisfactory as to cause us to grasp at any straw for relief.

After exhaustive investigations the 'Bell interests' decided to establish in Norfolk the first complete installation by the Bell Company.

At the expenditure of something approximating one and one half million dollars, new buildings and new apparatus were installed and put into operation on November 3rd.

With the exception of the few weak spots, incident to the establishment of anything new, the automatic service now in use is most satisfactory, indeed—in fact, so much so as to warrant our Board of Directors in passing a Resolution congratulating the company's officers on the improved service.

I hope that you will be as successful in Kansas City with your new venture."

Notify the office promptly of any change in your address.

Special Industrial Issue of The Kansas Citian January 6. A good time to advertise. Call Main 119.

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BUY NOW!—the supply is short.
Procrastination--Disappointment
Be ahead of the rush--Buy now.

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"Fine Cigars by the Box."
Ninth and Walnut Streets

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National Rivers and Harbors Congress

THE Fifteenth Annual Session of the National Rivers and Harbors Congress met in Washington, D. C., December 9, 10 and 11. Notwithstanding the unfortunate conditions throughout the country brought about by the coal strike the attendance was unusually good, nearly every state in the Union being represented.

This Congress has no selfish purpose to subserve except its advocacy of the improvement of rivers and harbors. Its slogan is a policy and not a project. Its origin was the conception of a few congressmen who felt the necessity of having the entire country awakened to the possibility of the navigation of inland waterways and their improvement. These congressmen made a tour of the country advocating the formation of an organization which afterwards was known as the National Rivers and Harbors Congress. Its president for 14 years was the Honorable Jos. E. Ransdell of Louisiana, a congressman who afterwards became United States Senator. This congressman has succeeded in awakening a great interest in the subject of waterways and its influence has been felt in legislation which has been adopted by the Congress of United States.

Kansas City has been represented at all the meetings of this Congress and this year they had a large delegation which was composed of Judge Wm. T. Bland, Walter S. Dickey, E. M. Clendening, A. W. Mackie, W. B. Lathrop, Dr. H. J. Waters and R. D. Sangster. These delegates not only represented the Chamber of Commerce at the National Rivers and Harbors Congress meeting but were also delegates to the Mississippi Valley Association which held their meeting December 8 and 9.

The Mississippi Valley Association called an emergency meeting Sunday afternoon, December 7, which was attended by the Kansas City delegation, at which time they took action in regard to the coal strike commending the President for his interest in the subject and endorsing the proposition which he had made to the miners for a settlement of the strike controversy which had tied up the country's industries for the last four or five weeks. At this meeting sub-committees were appointed to have the resolution adopted and presented to the President and a committee

was appointed, of which E. M. Clendening was a member, to call on the Secretary of Agriculture to confer with him in regard to what help his department might give the Mississippi Valley territory.

Through the influence of Congressman, Judge W. T. Bland, a hearing was arranged for the representatives of the Ohio, Mississippi and Missouri rivers before the Rivers and Harbors Committee of the House of Representatives. This meeting was held on Tuesday, December 9. It was attended by delegates from the lower and upper Mississippi, the Chicago District, Ohio Valley and Missouri Valley. Both of the United States Senators of Missouri and all of the Congressmen attended this hearing. It had been arranged to concentrate efforts upon advocating what is known as the Newton Bill. The Bill was introduced by Representative Newton of St. Louis, which provides for the appropriation of a sufficient sum to complete projects which have been approved by Congress.

Under the provision of this bill the Mis-

(Continued on Page 910.)

Bell Grand 1800

Home Main 8400

Acme Petroleum Co.

400-404 SECURITY BLDG.

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ENDORSE RECOGNITION OF GENERAL CROWDER.

The Board of Directors at a meeting held last week went on record as heartily approving the bill recognizing General E. H. Crowder's capable handling of the draft law, by promoting him to a Lieutenant-Generalcy on retirement. This bill had then passed the Senate and had been favorably reported by the House Committee to come up in the House last Friday. Inasmuch as General Crowder is not only a Missourian, but a Kansas Citian, the Board considered the bill gratifying recognition and wired Congressman W. T. Bland that the Chamber of Commerce favors it.

INTERNATIONAL TRADE CONFERENCE.

A full report of the proceedings of the International Trade Conference held at Atlantic City, October 22-24 has been published in book form and can be obtained by writing to the Chamber of Commerce of the United States, Washington, D. C. Copies in paper binding are \$1.00 and in cloth \$1.50.

FOREIGN TRADE NOTES.

The Kaikum Kabushiki Kaisha of Japan, known in this country as the Ocean Transport Company, has opened offices in New Orleans with Mr. D. G. Cooke in charge, at 318 Carondelet Street. The J. H. W. Steele Company have been appointed as their loading agents. This company controls forty steamers and will make New Orleans a port of call for the Orient and European ports.

The M. R. Warriner, Inc., agents for the Elder Dempster Line Agency, advise that their principals are considering the establishment of a regular monthly steamship service from ports on the West Coast of Africa to New Orleans for the purpose of importing large quantities of African products, including cocoa, green and dry hides, mahogany logs, palm oil, palm kernels, spices, etc.

Members interested in any of these products through the port of New Orleans are asked to communicate with the Industrial Department.

Get your Advertising Order ready for the Industrial Issue. January 6. Call Main 119 and ask for the Advertising Department.

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Make your own dilutions with straight 188% proof alcohol and you will know that it is always right.

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12TH AND MAIN

F. A. Brooks, Mgr.

9TH AND MAIN

Geo. A. Dawes, Mgr.

Disposition of Government-Owned Ships

THE ten votes of the Chamber of Commerce of Kansas City, the maximum allowed any organization, have been cast in favor of the nine questions covered in the National Chamber's Referendum No. 29, on the report of the National Chamber's Committee on Ocean Transportation regarding government owned merchant ships.

Consideration of this important subject was referred by the Board of Directors on November 13 to the National Affairs Committee, Foreign Trade Committee and members of the Transportation Council, all of these being related in some way to the recommended distribution and operation of government-owned merchant ships. Copies of the referendum were sent to every man and the subject has been one of informal discussion several times since, but on account of the fuel crisis, it has been impossible to hold a joint meeting of the three committees and their final vote was taken by mail.

Short business hours made it impossible to bring the busy members of these committees together during the day and all evening meetings had been under the ban. The same was true of the Board of Directors and their mail vote on the report of the members of the three committees was in accord with same. The Chamber of Commerce of Kansas City has accordingly been recorded as favoring the following distribution of vessels and other action:

I. Sale of wooden vessels, and of steel vessels under 6,000 tons deadweight, on the best obtainable from American or foreign

bidders, is recommended by the committee.

II. Sale of other government-owned vessels to regional associations for transfer at cost to private individuals and corporations of the several regions is recommended by the committee.

III. Absorption by the government of the difference between the war cost and present value, as a war loss, recommended by the committee.

IV. Freedom from regulation as to routes and rates is recommended by the committee.

V. Restriction for a period of years upon transfer to a foreign flag of steel vessels over 6,000 tons deadweight purchased from the government is recommended by the committee.

VI. Preference for American underwriters and use of the underwriting market of the world for insurance not covered by American underwriters, without intervention by government insurance, are recommended by the committee.

VII. Encouragement of an American classification society is recommended by the committee.

VIII. A general declaration by Congress of a policy to give aid toward the maintenance of a privately owned and operated American merchant marine is recommended by the committee.

IX. Continuance of operation of the competent American shipbuilding yards, on private account both as to yards and the vessels they construct, is recommended by the committee.

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Public Service Vehicles

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Your Oldest Retail Coal Dealer

J. H. LEONARD COAL COMPANY

"Since 1881"

Home P. Main 687 Bell P. Grand 689

100 Bryant Bldg.

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KANSAS CITY, MO.

STRUCTURAL STEEL FOR MINE, MILL AND SMELTER BUILDINGS
TANKS TANK CARS

COMPLETE WAREHOUSE STOCKS

BEAMS, CHANNELS, ANGLES, BARS, PLATES, SHEETS, REINFORCING BARS

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NATIONAL RIVERS AND HARBORS.

(Continued from Page 907.)

souri River would be given an immediate appropriation of three million dollars and there would be appropriated in addition \$8,500,000 which with money previously appropriated would make a total of \$20,000,000, which Congress approved under Act of July 15, 1912.

The principal argument was made by Senator Reed. Other speakers were J. H. Beek of St. Paul, M. J. Sanders of New Orleans, James E. Smith of St. Louis, and H. H. Merrick of Chicago. After this hearing the Missouri Delegates arranged for a special hearing before the Rivers and Harbors Committee to present the claims of the Missouri River. The arguments were presented by Judge Wm. T. Bland, W. S. Dickey, A. W. Mackie, W. B. Lathrop and R. D. Sangster; the argument being that inasmuch as Congress had approved the recommendation of the engineers for a 6-foot channel from Kansas City to the mouth of the river, involving an expenditure of \$20,000,000, in 10 years and only about one-third of that amount had been appropriated, they were entitled to have a large appropriation so that the navigation of the river could be resumed with greater safety than it had been heretofore.

The financial statement of the Missouri River Navigation Co., was presented showing funds on hand with which to put boats on the river when further improvements would justify the expenditure which would be necessary. The hearing was one of the most satisfactory that Kansas City has had and much credit is due to Congressman Judge Wm. T. Bland, for this result. The National Rivers and Harbors Congress approved the contention in the resolutions which they have adopted.

Under the heading of Improvement of Waterways the following language was used:

"We believe that projects which have been

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These are for distribution to Chamber of Commerce members who will agree to hang them conspicuously in their offices.

Members desiring a copy are asked to telephone the Chamber office, Main 119, either phone.

approved by Army Engineers and adopted by Congress should be completed to their projected length with expedition. Such a policy not only effects economies, but justifies the faith of investors in providing adequate boats and municipalities in providing appropriate terminals."

The full report of the National Rivers and Harbors Congress meeting will be published and members of the Board of Directors will be supplied with copies.

Mr. John H. Small, Congressman of North Carolina, former Chairman of the Rivers and Harbors Committee and now a member of that committee, was elected President to succeed Hon. Jos. E. Randsdell, and S. A. Thompson was re-elected Secretary and Treasurer. There is no doubt but what the River and Harbor Committee of the House will recommend to Congress the appropriation for the Missouri River of \$2,100,000, recommended by the Chief Engineer of the United States Army.

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UNION BANK NOTE CO.

10TH AND CENTRAL STREETS.

Mississippi Valley Association Convention

THE Mississippi Valley Association held a most successful and effective convention in Washington, December 8-9 on call of President H. H. Merriek of Chicago. The two days' session resulted in a declaration of principles that took form in the following resolutions looking to greater recognition of the Mississippi Valley and greater utilization of its north and south route for transportation:

MERCHANT MARINE.

"Be it Resolved by the Mississippi Valley Association in representing trade and transportation, finance and industry, labor and agriculture of the twenty-three states of the Mississippi valley:

(a) That the life of the United States Shipping board, or a like organization created for the same purpose, be extended for a period of not to exceed ten years:

(b) That its shipbuilding program covering vessels suitable for commercial use, including passenger vessels and colliers for transportation of commercial coal, and tankers for oil, be continued until a well-balanced fleet is completed.

(c) That operation by United States citizens under the present form of sale, charter or lease, or commission basis, be also continued in order that the U. S. merchant marine shall become firmly established upon the high seas and that all sections of the country be given adequate steamship service and that service to every port of the world be established from one or more United States ports.

(d) That ultimately the United States merchant marine be both owned and operated exclusively by private firms and individuals, citizens of the United States.

(e) That United States marine insurance companies be established in order that we be not dependent upon foreign companies for our marine insurance.

(f) That the American bureau of shipping be developed and strengthened to the end that in all technical matters affecting shipping we may be independent of any foreign institution.

BARGE LINES.

Whereas, that in the establishment and operation of the government barge lines upon the Mississippi and Missouri rivers, and the barge canal, a great addition to the transportation systems of the country has been created which, with adequate legislation, proper rail, water and rail rate adjustments, efficient and economical

terminal facilities, will afford the commerce, not only of the Mississippi valley but of the country at large, relief from overtaxed rail lines and transportation service long needed and desired by the industries of the nation:

Therefore, Be It Resolved, That the Mississippi Valley association indorses and commends President Wilson's action in placing in active operation the barge transportation lines now in use upon our navigable rivers and canals; and be it

Further Resolved, That we urgently request that congress and the United States senate include in the transportation legislation now before them for consideration and adoption measures that will fully protect, foster and develop not only the presently operated barge line projects but by the deepening of channels create additional navigable inland and intercoastal waterways upon which similar transportation facilities may be established.

CO-OPERATION WITH FARMERS.

Whereas, the area of the Mississippi valley contains the heart of the United States from an agricultural standpoint; and whereas, improved transportation facilities and unrestricted world markets for our meats and other farm products are now required; therefore

Be It Resolved, That we urge that an increased and permanent co-operation be created and maintained between the merchant, manufacture, financial and transportation interests of the Mississippi Valley Association with their farmer

(Continued on Page 913.)



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MISS MARY I. STAGG, Mgr. Free Employment Department.

WHAT OF THE FUTURE.

(Continued from Page 905.)

the Anti-Trust Statute the same as all other American citizens. Recognizing that these organizations which are lawful but uncertain under the law and are in the public interest, it has been proposed in the resolution of the Chamber, that the Federal Anti-Trust Statute be amended so as to provide that all combinations, understandings or agreements which are injurious to the public shall be unlawful, and consequently, all combinations, understandings or agreements not injurious to the public shall be lawful. This revision would bring general business and industry under the same provisions as would apply to labor, agriculture and horticulture and would provide for such combinations as are not injurious to the public. The law as it is proposed to be amended would leave agriculture, horticulture and other associations in a position where they could carry out all of their lawful functions which are not injurious to the public.

The Chamber of Commerce further recommended in its resolution that the Federal Anti-Trust Act be further amended so that all organizations that would avail themselves of the provisions of the Act, should make themselves legally and financially responsible for the acts of their officers, their agents, and their members and the failure to do so would make such combinations unlawful as it would be construed to be a combination injurious to the public. The individual would be made secure in all of his constitutional rights, as the act of such combination might not be injurious to the public, yet it could injure the individual. The individual could bring civil action to recover any damages.

As a final recommendation, the Chamber recommended some effective legislation providing for arbitration should be enacted into law and made a part of the Anti-Trust Statute. There is a consensus of opinion among constitutional lawyers that any form of compulsory arbitration is unlawful, but Congress can amend the Anti-Trust Act so that the failure to accept the findings of the Court of Arbitration shall be construed to be an act injurious to the public and would in effect be a compulsory arbitration act, although not one in fact.

In offering this suggestion for legislation, the Chamber of Commerce is offering the only real constructive plan I know of, and one which if adopted will materially reduce the number of industrial disputes and losses to the public incurred thereby. It would operate to make each conservative member of labor organizations watchful of the acts of his association because of his and their financial responsibility. He would attend its meetings and take an active part in its conduct. This is something that he does not do now. It would result in closer study of their affairs and a restraint upon radical leaders.

Where power exists to exact any demand through economic and political pressure and that power is unrestrained, the rights of indi-

viduals will be invaded and justice will be reduced, as it has been reduced to the Medieval Law of "might is right." We have recently seen the power of might exercised. The Government itself has been coerced.

The unrestfulness of these times is being used in an organized way to dissatisfy men. These organizations are well financed and are taking every advantage of this situation, even to point of seizing the government itself. How few of us realize that a propaganda has been going on in this country for years, incurring the expenditure of great amounts of money, for the purpose of developing public opinion and crystallizing public sentiment to give immunity under the law and permission to exercise power to men who have no moral or financial responsibility and who have used and are using this power against the public. Few of us realize that over 800 million dollars have been spent during the past twenty years by organized labor. All of it has not gone to cover benefits in cases of strikes and to care for the salaries and expenses of organized labor's agents. Much of it has been expended for propaganda. These organizations own newspapers that do not bear their signs or earmarks. The I. W. W. owns a number of newspapers through the country, and so does organized labor. Just recently one of the newspapers in Seattle encountered a strike because the paper was publishing news articles unfavorable to labor. Shall we permit this power to be exercised uncontrolled or are we going to organize to protect ourselves?

There is without doubt, a public sentiment today in favor of curbing this power. The question is: Will that sentiment be organized and crystallized into action or will it simply be as it always has been? As an example, the Country Gentlemen of December 13th says editorially in part:

"The employers' group missed the opportunity of a lifetime at the conference at Washington when Mr. Gompers submitted for indorsement the simple principle of collective bargaining. It should have been assented to with the understanding that the proposition should carry with it the obligations and responsibilities that naturally and logically follow.

"The judgment of society is bound to approve the principle of collective bargaining, and for the reason that in no other way can the man who has nothing but his hands ever hope to meet, upon anything like equal terms, the vast combinations of power in the form of capital and of organization now necessary to the conduct of business and of society.

"It is because of this and because of our natural sympathy with the under dog that the laborer has won and has held, even in the face of great inconvenience and loss, the substantial indorsement of the public in his long, hard struggle upward step by step and against great odds, even though some of his methods have seemed revolutionary and the consequences of some of his acts often exceedingly hard to bear.

"In all of this, labor has accepted and enjoyed all the advantages of organization with-

(Continued on Page 914.)

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LIST OF RESOLUTIONS FOR PUBLIC WORK

Sent to the Board of Public Works for Adoption, December 12, 1919.

Grading:

Chestnut avenue from 71st to a point 221.25 feet south 71st street Terrace.

Mercier street from a point 129 feet North 31st street to 31st street.

Terrace street from a point 305 feet north 31st street to 31st street (4 install.)

28th street from Van Brunt Boulevard to a point 100 feet East Van Brunt Alley between Olive and Wabash from 27th to 28th.

WORK TO BE DONE BY KANSAS CITY WITHOUT CONTRACT.

Repairing and Maintaining Asphalt Pavement.

Forest avenue from North line 27th to North line 31st streets.

Tracy avenue from North line 28th to South line 30th streets.

Repairing and Maintaining Concrete Pavement.

39th street from East line Prospect to West line Agnes.

Hearing of Property Owners, December 30, 1919

LIST OF PLANS AND SPECIFICATIONS

Sent to the Board of Public Works for Approval December 12, 1919.

Grading:

Jackson avenue from a point 85 feet North of North line Linwood Boulevard to a point 200 feet South of South line Linwood Boulevard.

Resurfacing Brick Pavement with Sheet Asphalt

Cherry street from South line 16th to North line 18th street.

Bituminous Macadam Pavement.

Holmes street from South line 59th to North line 61st.

WORK TO BE DONE BY KANSAS CITY WITHOUT CONTRACT.

Repairing and Maintaining Asphalt Pavement.

Euclid avenue from South line Linwood to South line 34th street.

Harrison street from South line 21st to South line 23rd.

Holmes street from South line 31st to South line 33rd street West.

Tracy avenue from South line 31st to North line Linwood Boulevard.

Wyandotte street from South line Armour Boulevard to North line 39th street.

Repairing and Maintaining Concrete Pavement.

McGee street Trafficway from South line 24th to North Center line 30th.

33rd street from Holmes to West Line Charlotte.

WHOLESALE PLAN YEAR.

(Continued from Page 902.)

noon luncheon on Tuesday, December 30.

This will be a big get-together meeting of the executives of all of the wholesale houses of Kansas City to make plans for the coming year. This will be followed by a dinner about the middle of January to which will be invited in addition to the executives of the establishments, their salesmen; all with the idea of getting a real co-operative spirit established among the various wholesalers and their salesmen in Kansas City. Members in the wholesale business are asked to mark December 30 on their calendars for the wholesalers' luncheon.

Plans for a spring market week, probably some time in February, were also discussed at length and will be taken up further by the Committee at a very early date.

The members of the Wholesale Trade Committee are:

K. L. Barton, Jr., Chairman;	
A. R. Beal	R. M. Hockaday
Frank T. Faxon	H. F. Field
Frank C. Howard	F. W. Barton
Eugene L. Lyon	J. H. Braeken
C. L. Davies	

MISSISSIPPI VALLEY ASSOCIATION.

(Continued from Page 911.)

fellow citizens, and that the object of such effort be to the end that our farmers be enabled to receive reasonable profit above the cost of production for their farm products.

FOREIGN TRADE ZONES.

Resolved that the Mississippi Valley Association favors the enactment of a law by the congress of the United States to provide for the establishment, operation and maintenance of foreign trade zones in ports of the United States to expedite and encourage foreign commerce."

A delegation of more than fifty men appeared before the House Rivers and Harbors Committee and made a most effective presentation of the inland water-way development problem, the business men being supported by President James E. Smith of the Water Ways Association and Senator James A. Reed. There was recounted the development during the years just prior to the war and the fact that the War Department had taken over the waterways to relieve rail transportation; that so far as the Missouri River was concerned they had taken all of the up-to-date equipment from it and that the Government should put the Missouri River into condition before a new equipment of barges and tow-boats is established.

WHAT OF THE FUTURE. (Continued from Page 912.)

out incurring any of its obligations; in other words, it has been thoroughly irresponsible except to the dictates of its own impulses. As certain capitalists, gone mad with power, used to say, 'Let the public be damned,' so certain labor leaders, drunk with the results of many victories, have been saying, 'Let the public freeze,' even when the wages of the soft-coal miner had been pushed to fully twice the labor income of the farmer, who incurs the risks and responsibilities of a considerable business with capital investments running into the thousands.

"Now, labor has its rights, but it also has its duties and obligations, for even unlimited power has no right to assume and to enjoy irresponsible advantages over society. * * * With power comes responsibility in even measure, and when organized labor claimed the right to collective bargaining as the only way in which to protect itself, that proposition should have been accepted, claiming in return that when labor obtains that power it must accept corresponding responsibilities as the only way to protect society.

"If labor has attained a position in which it claims the right to deal on terms of equality with the employer and with society and feels disposed to put a price upon that power, then it must, along with these rights, also assume the rational obligations that go with them. It must maintain guarantees that bargains made with organized labor shall hold.

"The individual laborer is not only weak but irresponsible. However, when he organizes in such a way as to be the strongest factor in industry—if not in modern affairs—then he must be held to accountability. He cannot then exploit industry for his own advantage and claim immunity for the consequences. If we are to have collective bargaining, then the laborer must make his contracts good. Not only that, but if he strikes he must make good, out of his own exchequer, any destruction of property that may ensue when he resorts to his only weapon, the strike. * * * (Applause.)

How few of us recognize what Part 13 of the Treaty of Peace means! It provides, in fact together with Section 20 of the League of Nations, for an organized labor government of the world and sets forth some of the principles, but not all of them, that may be asked for. Among some of the principles set forth are:

- (1). The regulation of the hours of work.
- (2). Establishment of a maximum working day and week.
- (3). The regulation of labor supply and provision for and prevention of unemployment.
- (4). Protection of the worker against sickness, disease and injury.
- (5). Protection of children.
- (6). Provision for old age and injury.
- (7). Protection of the interests of workers when employed in countries other than their own.

Among other things this Part sets forth the provision for establishment of a maximum 8-hour working day, and this at a time when the

"cupboard is bare," and the world is suffering because of lack of production. After the destruction of property and consumption of reserve supplies which has taken place in the last five years, the world finds itself without those things necessary to its health and comfort, and in face of this situation, and in face of the fact that there has been not only a depletion of the supplies needed by humanity but a depletion of manpower to produce these things, we find them asking for an eight-hour day, and in specific instances, a six-hour day five days per week, or thirty hours per week as against forty-eight or against sixty hours. Nothing but full hours of labor and maximum production of the manpower of the world is going to have the effect of reducing the high cost of living.

Again, we find public sentiment changing. There are two big forces in this land. One of those forces is the industrial worker and the other, the agricultural producer. As an evidence of the way the farmer looks upon the problem, it is well to quote from an editorial in the Country Gentleman of December 13th, entitled, "A Basic Ten-Hour Day."

"When the Farm Bureau representatives at Indianapolis and later the Executive Board of the Illinois Agricultural Association at Chicago adopted resolutions declaring for a basic ten-hour day as the best means of reducing the high cost of living and of making good the reduced production following the war and a demand for an abnormally shortened day—when the farmers did that a new note was sounded in the industrial world; sounded, it should be noted, not by soft-handed theorists but by men willing to do their share of hard work.

"This resolution reads like a chapter from the book of wisdom; but the phrase, a ten-hour day, is strangely unfamiliar to our eyes, so long have we been accustomed to a very different disposition of the time which the good Lord has given us for our benefit. As we read the phrase aloud the words sound as strange as they look to the eye. It is almost a voice from the dead calling us back to the path of duty and out of the valley of irresponsibility where we have so long wandered.

One of the provisions of Part 13 of the Treaty of Peace which I have just stated is: Provision for old age * * * It might interest you gentlemen to know that Mr. Sherwood, a Congressman, introduced in this session of Congress, what is known as House Bill 10,882, a bill providing for pensions for all American citizens who have reached the age of 64 years and who are incapable of manual labor and whose incomes are less than \$800.00 per annum. In line with this very thought, again we find introduced in Congress, House Bill 10,738, by Mr. Kelly of Pennsylvania, which provides for collective bargaining between employers and employees in all industries engaged in interstate commerce. This bill provides that it shall be unlawful for any employer to refuse to deal with any agents selected by his employees. It further provides that it shall be unlawful for any employer to deny the employees the right to organize in trade unions. It denies the em-

(Continued on Page 917.)



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Traffic and Transportation

C. B. & Q. TRANSIT.

A distinct gain has been effected for the Kansas City grain market, in securing transit on C. B. & Q. grain from west of the Missouri river, something which the grain trade has been endeavoring to obtain for many years.

Effective December 26 in C. B. & Q. tariff 13237-A, the Burlington establishes at Kansas City, transit privileges on grain, grain products and seeds, when originating at stations on that road west of the Missouri river, also when originating at points on connecting lines when shipments are delivered to the Burlington at Denver, Cheyenne, or Billings, when destination is to points on the Burlington in Missouri on and south of the line of the Burlington from Randolph to West Quincy including points, Cora, Mo., to Carrollton, Mo., and Palmyra to St. Louis, Mo., also points on the Q. O. & K. C.; also Paducah, Ky.; and also when the traffic is destined to points beyond St. Louis or Paducah, Ky., on connecting lines.

Transit is also established at Kansas City from stations on the C. B. & Q. in Colorado Nebraska and Kansas, on and south of the line, Nebraska City, Neb., to Denver, Colo., through Lincoln and Oxford, Neb.; also when traffic originates on connecting lines when shipments are delivered to the Burlington at Denver, when destination of the traffic is C. B. & Q., stations in Iowa and Missouri, viz: Boynton, Mo., to Ft. Madison, Ia., Dean, Ia., to Wayland, Mo.; La Grange, Mo., to Beek, Ia.; Cole City, Ia., to Elmer, Mo., (all inclusive.)

This transit will be accorded at no charge for out of line movement.

GRAIN SCREENINGS RATE.

The Interstate Commerce Commission has rejected supplement 7, Missouri Pacific tariff 1313-E, in which carload rate on grain screenings, Minneapolis to Kansas City, was advanced from 14c to 20c.

This information was received by wire from the Transportation Commissioner, who was at Washington.

DEMURRAGE ON EXPORT FREIGHT.

The Railroad Administration and the Shipping Board have reached an agreement whereunder, effective December 30, carload freight moving via Atlantic ports, covered by through export bills of lading, issued in connection with the Shipping Board, will be held in warehouse or, at option of carrier, in cars, free of charge at port of exit for a period of not exceeding 15 days. In the event of failure of the Shipping Board to clear carload freight on vessel for which booked, all subsequent demurrage or storage will be paid by the Shipping Board. In the event rail carriers fail to transport shipments regularly booked, to port in time to clear on

steamer for which booked, demurrage or storage charges will not apply until announced date of the steamer on which it is again booked, after which the liability of the Shipping Board will be the same as in connection with the original transaction.

In the event demurrage or storage charges accrue due to interference with transportation by the shipper, or due to delay in securing, etc., proper export documents, or for any other cause for which the shipper may be responsible, such charges must be collected from the shipper.

The foregoing applies in connection with carload export freight moving under through export bills of lading, and which has been booked for transportation on vessels owned or operated by, or for the account of, the United States Shipping Board via the ports of Boston, New York, Philadelphia, Baltimore, Norfolk.

Last June an arrangement was effected with practically all steamship companies operating from the Pacific Coast ports, whereunder they would assume any demurrage or storage for which they might be responsible in connection with through export bills of lading issued by railroads under Federal control through those ports. A similar understanding was also reached with the Osaka Shosen Kaisha, which recently inaugurated service between the port of New Orleans and the far East.

Also, agreements have been reached with steamship lines, from North Atlantic Ports, which are not under control of the Shipping Board, whereunder practically same arrangements are made with them, but with the exception that in event of failure on part of steamship company to clear carload freight for which booked, all demurrage or storage charges accruing after the free time period of 10 days shall be paid to inland carrier by the steamship company before delivery of the freight to the steamship will be effected.

This arrangement will become effective December 30.

The whole subject is one of the matters which the Transportation Commissioner, as Chairman of the Special Committee of The National Industrial Traffic League, handled with the Railroad Administration.

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TRAFFIC AND TRANSPORTATION.

(Continued from Page 915.)

EXPRESS SITUATION.

As the Kansas Citian goes to press, the situation of the Express Company at Kansas City is bad. The curtailing of passenger train service of course, limited their facilities for handling their business, with the result that there is great congestion and accumulation of express matter in the Kansas City terminals. This, coupled with a 50% increase in their tonnage over the corresponding month last year, has made it impossible for them to maintain satisfactory service.

MILWAUKEE EMBARGO

Effective December 17, the C. M. & St. P. placed an embargo against all carload freight for any local destination on its rails, on account of necessity for giving preference in moving fuel, and reducing accumulation due to weather conditions, and shortage of coal. The embargo will continue until 12:01 a. m., December 27. However, the following commodities are excepted from the embargo:

Livestock, perishable freight, fuel, including coal, coke, fuel wood, charcoal, petroleum and its products, food for human or animal consumption, including hay and straw, not including grain consigned or reconsigned to primary markets, materials consigned to United States Government or its authorized agents, railroad material and supplies, printing paper and printing ink, also paper pulp and scrap or waste paper when consigned direct to paper mills or manufacturers.

EXPORT RATES TO GULF PORTS.

E. B. Boyd has issued his export tariff 1016, I. C. C. A-1051 naming class and commodity rates from Missouri River points, St. Louis, Chicago, etc., to Gulf ports for export to all foreign countries to become effective December 31, 1919. This new tariff makes no change in class rates from Kansas City and other Missouri River points but many changes are made in commodity rates as follows:

Commodities	Present Effective	
	Rates Dec. 31.	(per
	(per	100 lbs.)
Barrels and casks, oil, K. D. (consisting of staves, headings and iron hoops) C. L.	21.5c	34c
Beef extract any quantity	\$1.01	cancel
Beer carloads.	35c	cancel
Bottles, glass, carloads	34c	cancel
Butter, butterine and oleomargarine any quantity	\$1.19	cancel
Clay, carloads	27.5c	cancel
Clay pigeons, carloads	33c	cancel
Furniture, carloads	80.5c	75c
Rails, iron or steel and steel cross ties, carloads, (gross ton)	\$5.30	\$5.40
Lead, pig; spelter; spelter dross and zinc dross C. L.	29c	37c
Lumber and logs, walnut and oak C. L. present minimum	32c	33c
30,000 lbs., new minimum 36,000 lbs. ....	||27c	39c
Ore, lead or zinc, carloads	25c	cancel

Pipe, earthen and drain tile, straight or mixed C. L.	25c	31.5c
Pop corn, carloads	21.5c	cancel
Tin scrap, carloads	29c	cancel
Apples, green, carloads	44c	cancel
Butter & Eggs, in mixed carloads \$1.125		cancel
Butter & Eggs, in mixed carloads*	1.45	cancel
Eggs, carloads	81.5c	cancel
Eggs, carloads	* 1.365	cancel
Eggs, less carloads	1.065	cancel
Eggs, less carloads	* 1.515	cancel
Horses and mules, carloads (per car).	\$125.00	cancel
||—When originating beyond.		
*—To Key West, Fla.		

RATES TO BECOME

EFFECTIVE ON ONE DAYS NOTICE.

In the Kansas Citian of December 2, 1919, announcement was made that all Freight Rate Authorities that had been issued, under which rates, rules, etc., had not been published, were amended to authorize publication on ten days notice. This authority is now amended to provide for the publication of such rates, rules, etc., upon one days notice in order that they may be made effective on or before December 31, 1919.

MATTERS BEFORE DISTRICT COMMITTEES

Omaha Committee.

Docket 459. Emergency. Proposed to amend C. R. I. & P. tariff 18361-L to provide for same transit privileges at Omaha on seeds as now allowed on grain from points on connecting lines with the C. R. I. & P. in Texas to points east of the Missouri river.

RATES AUTHORIZED.

F. R. A. 16368. "Director of Traffic advises that on shipments of grain and grain products moving under proportional rates date of origin at original points of shipment is controlling as to minimum weights, same as in case of transit referred to in previous instructions."

F. R. A. 18655. Authorizes on silicate of soda, carloads in tank cars from Philadelphia Quartz Co. plant, to Proctor and Gamble Co. Armourdale, Kans., rate 4c per 100 lbs., in carriers' equipment and 2½c in owner's equipment.

F. R. A. 18883. Authorizes following rates on honey, carloads from La Tuna, Vinton, Canutillo and Montago, Tex., to Kansas City \$1.06½ St. Louis \$1.10, Chicago \$1.25 per 100 lbs.

F. R. A. 19032. Authorizes rate 11½c per 100 lbs. on wheat, corn, rye, oats and barley, carloads, from Council Bluffs, Omaha and South Omaha to points on the C. G. W. R. R. Monestary to Kansas City, Mo., inclusive.

IF IT IS ANYTHING ABOUT OIL

—Leases, Production, Refineries, Drilling Contracts

See, Write or Wire

JERRY CULBERTSON.

OIL AS A BUSINESS

Suite 417 Ridge Arcade Building
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Moriarty Motor Co.

MORIARTY BLDG. 22nd & GRAND.

STANDARD EIGHT
A POWERFUL CAR
MITCHELL SIXES

WHAT OF THE FUTURE,

(Continued from Page 914.)

prover the right to discharge any employee for being a member of a trades union, and provides for a minimum fine of \$1,000 and maximum of \$5,000 for each offense, or imprisonment for not more than one year, or both.

These two bills direct our attention to two things

(1). The bill which provides for the payment of old age pensions to American citizens over the age of 61 years, whose income is less than \$800.00, places a premium upon indigence, indolence and improvidence. It is in fact a socialistic measure which would take the property of one individual in the form of taxes and pay it to another in the form of pensions.

(2). The bill which provides for enforcement of collective bargaining is an infringement of the constitutional right of every individual—the right of private contract.

I merely mention these two bills, neither of which in my judgment, has any hope of enactment into law, to direct your attention to the fact that these bills are in line with a purpose which is well organized, well financed and active. It further seeks to enact the principle of Part 13 of the Treaty of Peace into statutory law.

As a further evidence of this situation I quote from a Washington News Service Bulletin of December 13th, which is interesting and a service which I have yet to find inaccurate in its analysis:

"Opinion among those who have most closely followed the labor situation at the capital is that the strike settlement means a great stride forward in the plan of the strike leaders to control their own industry. It is the best opinion in England that the labor evolution has proceeded far enough to show that the 'new industrial order' is to take the form of what is known as Guild Socialism. The essential principle underlying this is ownership by the Government and management by the guild, or union, the theory being that such ownership and management will be mutual checks against abuse of power by either side. The President now stands definitely for a programme which assures to the union, in any basic industry, a voice in management, including a large measure of control over working conditions and wages. The coal settlement is of enormous importance, therefore, as it is the first open evidence of what the President means by the 'new industrial order.' The solution proposed must of necessity go to Congress and a fight of the first magnitude is in process of incubation. It should reach its height in March, with a victory for the Administration viewpoint apparently assured. John M. Keenan acted as liaison officer between the strike leaders and the White House. He was once Vice-President of the International Machinists' Union. Dr. Garfield was ignored in the final negotiations and was not permitted to see the President last Saturday to voice his protest. The Cabinet was not consulted in the settlement and Mr. Tumulty acted with full delegated authority from the President. It is the consensus of opinion here that higher coal

prices are inevitable, on a general basis of advance of two cents for every wage advance of one cent.

"A powerful propaganda is at work to compel ratification of the Peace Treaty. It takes the form of pressure in the stock markets, cancellation of orders and disconcerting utterances by European statesmen. Exporters have found it difficult to continue through the Federal Reserve Board the financing of stocks watchhoused abroad and have been compelled to throw goods on the market at heavy losses. We find among Government officials no alarm over the fall in exchange and values, both being regarded as diplomatically desirable. * * *

In the absence of organization to combat this situation, the farmers of this country and the merchants of America will awaken some day, and that not far away, to the fact that their properties will be confiscated.

In my judgment the men who are most responsible for these conditions are those who are so actively engaged in their own business that they are blind to what is going on around them. It is not possible for all men to give the time necessary to look after their own interests in a national way, or even in a state way, but they can organize, determine purposes and finance their work so as to fight fire with fire. The organized laborer does not give his time for the purpose, but contributes his money for the employment of agents to take care of this work. You will have to do the same thing if you are not going to sacrifice all you have. The laboring man who puts up his \$1.00 per week to advance his interests and those of his fellow workers, is more patriotic and longer sighted than the business man who can't see \$25.00 per year, while his earnings may run into six and seven figures.

I wish to urge you gentlemen to get behind your business organizations, give thought to the economic and political problems of these times, and together with your friends and neighbors make your influence felt and your voice heard where they will contribute towards the preservation of the Constitution of the United States. Unless the invasion of our constitutional rights stops, we will have no constitutional rights or personal liberties in this country.

This principle of liberty was the compelling force which prompted our forefathers to emigrate from their homes to evade autocratic oppression and seek personal liberty in a savage land. The policy of "verboten" as relates to the individual is a Prussian policy and not American. We must return to the principles laid down by our forefathers and guaranteed by the Constitution—the principle of equality before the law, personal liberty—not license—and the pursuit of happiness.

GILLEPHONES
MAIN 4287**TIN AND PAPER CANS**

1417-1429 WEST 9TH.

Buy Your Steam Coal
From
SINCLAIR COAL CO.

Home Main 643 We Never Close Bell Main 404

Isreal Motor Transfer CompanyMotor Trucks, Motor Cars
Family Moving, Baggage

551 WALNUT

No Luncheon Wednesday and none until January 7, 1920,

when the Y. M. D.
will start the New Year.

PERSHING LUNCHEON

A special luncheon will be extended

General John J. Pershing

Muehlebach Hotel, January 10, 1920

for which reservations must be made.

Each member will receive within a few days a return postal for this purpose. This luncheon will be for members only, except a few distinguished guests invited by the Board of Directors.

Mr. Manufacturer and Wholesaler!

Tomorrow is the day set for the return of the Annual Inventory Blanks sent you by the Industrial Department last week. You are asked to mail them promptly, so that the tabulation can be completed in time for publication January 1.

SOLOMON STODDARD,

Vice-President in Charge Industrial Department.

E. W. MENTEL,
Industrial Commissioner.

Wanted—1919 City Directories

When the 1920 City directory has been received by members they are asked to send their 1919 directories to the Chamber of Commerce.

According to the Gate City Directory Company the new directory will be ready for distribution in about a week, and members should instruct their office employees to save their old directories for the Chamber of Commerce.

It is intended to establish in the Industrial Department a file of directories of other cities and to secure these directories it is necessary to establish an exchange. This can be easily done with a good supply of Kansas City directories.

Help the Industrial Department to do this by letting it have your old directory when you get a new one.

KAN UNIVERSITY 20

THE KANSAS CITIAN



A JOURNAL ISSUED IN BEHALF OF
THE BUSINESS AND CIVIC INTERESTS OF
KANSAS CITY



BY THE CHAMBER OF COMMERCE OF KANSAS CITY

Vol. VIII.

No. 52

KANSAS CITY, TUESDAY, DECEMBER 30, 1919

“Happy New Year”

—
Read Report
on Postal Efficiency.

—
Kansas City goes after
National
Democratic Convention

—
PERSHING LUNCHEON
Muehlebach Hotel, January tenth
For members only
Full details will come to each member
by mail.
Reservations should be made without
delay.

AGRICULTURE

CITIES DO NOT GROW THEY ARE BUILT

COMMERCE

THE KANSAS CITIAN

Published weekly by The Chamber of Commerce of Kansas City, at Wyandotte, Eighth and Central Streets, Kansas City, Mo.

SUBSCRIPTION PRICE50 CENTS PER YEAR

Entered as second-class matter April 13, 1915, at the Post Office at Kansas City, Missouri, under the act of March 3, 1879.

THE CHAMBER OF COMMERCE OF KANSAS CITY

OFFICERS.

President.....W. S. McLUCAS
First Vice-President.....ANDREW YOUNG
Second Vice-President..SOLOMON STODDARD
Third Vice-President.....W. H. WEEKS
Fourth Vice-President.....H. J. WATERS
Fifth Vice-President.....FRANK J. DEAN
Sixth Vice-President...W. MALCOM LOWRY
Treasurer.....JAMES KETNER
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C. O. LARUE W. H. WEEKS
W. MALCOM LOWRY HERBERT M. WOOLF
ANDREW YOUNG

GENERAL REVISION OF BY-LAWS PROPOSED.

The Board of Directors at its meeting last week expressed belief that the by-laws of the organization could be very much improved by a careful revision. It has been felt for some time that the form could be changed for the better without in any way affecting the intent and purposes of the various sections. It is, however, believed that some procedures can be simplified, several conflicts eliminated and several sections re-worded in a more simple and direct way. The Board has referred the matter to the Executive Committee for that committee's attention.

TO PROTECT AMERICAN RIGHTS IN MEXICO.

What is known as the National Association for the Protection of American Rights in Mexico, has been recently organized with headquarters at 347 Fifth Avenue, New York City, and the local Chamber has been asked to give co-operation. President J. S. Alexander of the National Bank of Commerce heads the Executive Committee of this organization and E. W. Stetson, Vice-President of the Guaranty Trust Company of New York is Treasurer.

It is the purpose of this association to keep itself constantly in touch with Mexican affairs and with the government of the United States as to all matters affecting American rights and property in Mexico and will at all times be prepared to take and vigorously prosecute such legitimate steps as may be necessary for their protection, all with the idea of assisting to remove causes of friction between the United States and the Republic of Mexico.

The local Chamber has been asked to furnish a list of the membership so that they may be solicited to join this association. The matter will be dealt with locally through the Foreign Trade Committee.

Advertising forms for January 6 Industrial issue close tomorrow night. Get your order in early today. Either phone, Main 119.

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PRESCOTT & SNIDER

FIRST NAT'L BANK BUILDING
High Grade Municipals, Corporation
Bonds, Notes and Preferred Stocks.
Local Securities

Postal Efficiency.

A FINE example of team work between business men and the federal government is apparent in the report of the committee on postal efficiency appearing elsewhere in this issue. On July first advice came from the Chamber of Commerce of the United States that the Post Office Department had invited the business men of the country to join with the Department in an exhaustive investigation of the handling of the mails with the purpose of effecting any improvements that could be made. The Chamber of Commerce in each of the larger cities of the country was asked to appoint a special committee to handle the matter locally. Kansas City fortunately had such a committee already organized and functioning.

At the same time the Postmaster had a similar request come down to him through the Post Office Department. A team was thereby established in Kansas City that has since been "on the job." What the committee has done, the time spent, and the exhaustive inquiries it made are all apparent in the committee's report. One outstanding feature of that report is that although there had seemingly been great cause for complaint against the service to and from Kansas City, no serious trouble developed except with Chicago to Kansas City mail and mail for eastern points. Even this appears from the Committee's report to be largely due to negligence in the time of mailing.

The committee thus makes it clear that business men themselves have a duty in the matter, in seeing to it that their mail is dispatched more frequently and earlier during the day. The committee's recommendations are specific and are supplemented by a schedule that should be carefully observed by every business house.

(Continued on Page 928.)

Fuel Crisis.

A MEMBER of one of the Chamber's fuel emergency committees said the other day: "I wonder if the average member and citizen realizes what the Chamber of Commerce has meant to Kansas City during the last three or four weeks and that, according to Mr. W. M. Corbett, Chairman of the Regional Committee, the Chamber's timely action had prevented the closing down of industries."

Does the average member realize what it meant to prevent the closing down of industries, in the way of unemployment, loss of time and suffering? And that is what Mr. Corbett referred to when he further said publicly a few days ago "the people of Kansas City are under lasting obligations to the Chamber of Commerce."

All of this emphasizes the fact that many are prone to overlook at times, that the Chamber of Commerce is a finely organized piece of machinery, responsive to any call or necessity that may arise and through which the business men of the community do things for the community and themselves. It was only necessary for President W. S. McLucas to "throw the switch" that turns the Chamber's staff organization from its regular duties to the special task of cooperating with the Fuel Administration in any way that might be necessary. But even prior to the formal request for assistance the Chamber's Industrial Committee, alert to the necessities of the situation, had held several meetings and had on its own initiative induced sixty of the larger power users to materially reduce their electrical consumption especially during the peak hours of the day.

Even as early as November 18 it was realized that conservation was the thing to practice and it was the Industrial Committee's hope and belief

(Continued on Page 928.)

NEW INTER-CITY COMMITTEE APPOINTED.

One of the important committees of the Chamber of Commerce, which has just been appointed for the current year, is the Inter-City Committee. The members for this year, just announced by President W. S. McLucas are:

George H. Edwards	J. F. Martin
F. A. Baker	E. W. Houx

The representatives of the Kansas City, Kansas, Chamber are:

W. A. Bailey	N. N. Dalton
W. J. Breidenthal	E. S. McAnany.
H. H. Daniels	

The Inter-City Committee of the Chamber is a joint committee composed of five members from the Chamber of Commerce of Kansas City, Kansas, and five members from the Chamber of Commerce of Kansas City, Missouri. These meet in joint session and each reports back to its own organization.

The first Inter-City Committee was appointed in the spring of 1919 following a suggestion made at one of the bi-weekly luncheons that a committee of this nature meeting to consider matters of interest to both cities would tend to bring the cities closer together.

Mr. Fred C. Sharon was made first chairman of the Kansas City, Missouri Chamber's half of the Committee and was elected chairman of the joint committee by the committee itself.

The principal subjects considered by the committee during the past year, were the 23rd Street Viaduct contract and the "L" road in the West Bottoms. On the 23rd Street Viaduct proposition the committee led the campaign which resulted in the award of the contract. This contract was being held up and indefinite postponement of the project was threatened. The contract was let and work is now progressing rapidly.

On the proposal to tear down the "L" Road, the committee recommended that the road be not torn down, unless guarantees were given that it would be rebuilt on demand of the city.

No definite program of work has been laid

GREAT IMPROVEMENT IN KANSAS CITIAN.

Two meetings of the Publicity Committee have been held on December 3 and 10, at which exclusive attention was given to improvement of The Kansas Citian to be made effective with the first issue of the new year. Chairman C. P. Hanly met with the Board of Directors on December 19 and outlined in a comprehensive way all that the committee had in mind to make The Kansas Citian more attractive, therefore more readable and more valuable not only to the readers, but to those who might advertise in its pages. This was the purpose of any change according to Mr. Hanly, who put up to the Board whether the new size should have two or three columns of standard width (2¼ inches) per page. The Board approved of the recommendations of the Committee as presented by Mr. Hanly, favoring the larger size which would insure a publication of approximately 8½ by 11 inches in size.

This it was agreed would give greater latitude in the contents, and the demand was unanimous for larger type than at present in use, condemnation being especially severe on the 6 point type in which Traffic Department items are now run. With a standard issue of not less than 24 pages using 10 and 8 point type instead of 8 and 6, it was the expressed belief of the directors that the members would realize and appreciate that they have a real paper. The small size was discussed at considerable length and declared more handy but less valuable in every other way, especially when there was taken into consideration the Committee's determination to make The Kansas Citian fully self-supporting.

The first issue of the new year on January 6 will observe the new size and will be a strictly industrial number, with an extra large circulation.

down for the committee for the coming year. Any matters of civic interest to the two cities will be referred to this committee and the committee may, if it desires, initiate activities itself.

Since 1889

R. B. JONES & SONS General Insurance

Third Floor R. A. Long Bldg.
Phones Main 1230

Western Newspaper Union

Advertising—Stereotypers

Our list of several hundred country newspapers in territory tributary to Kansas City, covers the field

Advertising Rates On Application.

304 W 10th St.

Both Phones Main 193

Report of Committee on Postal Efficiency

THE following report of the Committee on Postal Efficiency approved by the Board of Directors, and forwarded to the Chamber of Commerce of the United States, at whose request the investigation was made, is here printed in full for the information and guidance of the membership.

The report represents several months' work on the part of the Committee, including personal investigations made at the main post office and the sub-stations:

To the Board of Directors of the Chamber of Commerce,
Kansas City, Missouri.

Gentlemen:—

Your committee on Postal Efficiency, to whom was referred the request of the Chamber of Commerce of the United States and the Post Office Department for an investigation of the local postal situation as to the extension and improvement of mailing facilities and elimination of delays, submits the following report:

When the above mentioned request was first referred to the committee approximately one thousand letters were addressed to the leading firms in Kansas City, requesting them to report to the Committee any complaints which they had to submit regarding the postal service, hoping in this way to locate any general causes for complaint which might exist and which, through proper investigation, might be eliminated. As a result of that letter not more than twenty complaints were received, these being all of an individual nature.

The chief complaint received was on the delay in service from Chicago to Kansas City which, while formerly a one-day service, now frequently requires two days; also that mail destined for eastern points through St. Louis and Chicago was subjected to an unnecessary delay.

An investigation of these complaints shows that there is apparently no serious delay in the transmission of mails destined to eastern points, the delay apparently being due to failure to place the mail in the post office in sufficient time to catch the early trains.

In the matter of mail—Chicago to Kansas City, The Railway Mail Service at Chi-

cago admits having had considerable difficulty in getting all first class mail distributed and dispatched on Santa Fe train Number Seven, leaving at 10 p. m., failure to meet that train resulting in such mail being dispatched on train Number Fifteen, arriving at Kansas City at 2:15 p. m., and from which train all station mail is not delivered.

Your committee has had the co-operation of Postmaster Baylis Steele and Superintendent of Mails W. F. Clawges and has personally inspected not only the Central Post Office, but the substations in order to learn at first hand conditions obtaining at each point. We now submit the following recommendations:

Recommendations to the Public.

I. That mail matter be sent to the post office as soon as it is ready, arranging for several mailings during the day rather than holding all mail until the closing hour at five o'clock. Holding of the mail causes a congested condition at the post office, resulting in a delay in distribution, and in many cases, misses night trains to various points.

II. Firms having large mailings should study the schedule of mailing hours carefully and see that their mail matter is forwarded accordingly so as to catch trains making the best connections.

III. Mailing departments should exercise greater care in the proper addressing of mail matter and in seeing that mailing lists are kept up-to-date. From nine to ten thousand pieces of mail matter are received at the local post office daily incorrectly addressed.

IV. The early mailing of monthly bills

(Continued on Page 929.)

SEND TO
SQUIRE ELECTRICAL CO.

FOR
Electrical Repairs for
Everything Electrical



Tanks and sheet metal
products of all kinds.
Both Phones - Main 4426
COLUMBIAN STEEL TANK CO.

"Tanks for the World" Established 1894.
1601-21 W. 12th St., KANSAS CITY, MO.

INTEREST IN CHARITIES FUND.

Interest in the chest method of raising funds for local charities continues to grow throughout the country. During the past two or three months the Chamber has had letters from ten cities asking for information concerning the operation and success of the local fund.

These cities and the organizations requesting information are:

Chamber of Commerce, Canton, Ohio.

Chamber of Commerce, Atlanta, Georgia.

Chamber of Commerce, Newburg, New York.

St. Paul Association, St. Paul, Minnesota.

Chamber of Commerce, Birmingham, Alabama.

Chamber of Commerce, Honolulu, Hawaii.

Chamber of Commerce, Colorado Springs, Colorado.

Commercial Club, Duluth, Minnesota.

Chamber of Commerce, Oklahoma City, Oklahoma.

Chamber of Commerce, Chicago Heights, Illinois.

The plan for raising funds jointly has been in use in a few cities for a number of years. It had its greatest growth, however, during the war because of the advantage of eliminating as many campaigns as possible and because of the difficulties charities themselves were having in raising funds individually. Since the close of the war, however, interest in charity chests has increased because of the demonstrated value of this method of providing for local organizations.

A large number of cities which did not combine their campaigns during the war are now planning federated drives. Kansas City's success with its charities fund is of benefit to other cities that are now planning to adopt the same method.

SOCIAL SERVICE LEAGUE OFFICERS.

The Social Service League, a federation of forty of the leading charities of the city, which was advocated and supported by the Charities Committee of the Chamber of Commerce, has elected the following officers and trustees:

Howard McCutcheon, President;

David Benjamin, Vice-President;

Mrs. William P. Borland, Treasurer.

These officers together with Dr. Scott P. Child, and Rev. M. D. Tierney compose the Executive Committee of the League.

Trustees:

Henry Beardsley Mrs. W. F. Patton

David Benjamin Walter Root

Mrs. Wm. P. Borland Mrs. C. F. Scott

Dr. Scott P. Child Nat Spencer

Julius Davidson Rev. M. D. Tierney

Miss Eva M. Fox Mrs. A. S. Van Val-

Howard McCutcheon kenburgh

Mrs. James McElin William Volker.

The league was formed for the purpose of improving social and charitable work in the city. An appropriation was made by the Charities Committee of the Chamber of Commerce for the work of the League.

The Executive Committee is now looking for an executive secretary, experienced in social work and with a knowledge of charity methods that will make it possible for him to make investigations and studies and suggesting lines of improvement in the entire structure of charity work in Kansas City.

Through the medium of its membership, trustees, and paid employees the League will be the strongest force ever created in Kansas City for the purpose of raising social work to a higher plane.

Don't overlook the value of the January 6 Industrial Issue from an advertising standpoint. Call Main 119, either phone.

Buy Your Steam Coal
From
SINCLAIR COAL CO.

Skylark Gasoline

Made in Kansas City

Hudson-Brace Motor Co.

DISTRIBUTORS

Hudson and Essex Motor Cars

Main at 27th

Kansas City, Mo.

Have Your Clothes Cleaned by a Member of The Chamber of Commerce

THOMAS DODS

CLEANING AND DYEING WORKS

3922 Main St.

Both Phones: South 1524

Chamber of Commerce After National Convention

KANSAS CITY decided last Wednesday noon to enter the list for the 1920 National Democratic Convention. Kansas City did this knowing that the National Committee will meet at Washington in less than two weeks to decide where the convention will be held, also knowing that San Francisco has been busy for some time and has put up \$150,000 guarantee, and that Cleveland is also in competition. Kansas City's action was based largely on the assurance from St. Louis of that city's backing.

Fifty thousand dollars was set as the amount that would have to be guaranteed to the National Committee according to Chairman F. W. Fleming of a special committee that had been formed. The Board of Directors' meeting at which this action was taken was attended by practically the full board and by Mr. Fleming, Dr. Burris A. Jenkins, B. A. Parsons and D. M. Pinkerton.

In calling the meeting to order President W. S. McLucas stated that the Board of Directors had at an earlier meeting authorized Vice-President Frank J. Dean, head of the Convention Department to pledge \$30,000, but that it had been found necessary to raise the ante.

According to Mr. Fleming and others who spoke Kansas City has a splendid show of getting the convention and a short quick campaign will turn the trick. Mr. Fleming was authorized to start the short quick campaign as soon as the meeting adjourned.

In going after such a convention it is with the idea that its delegates have to be well housed, and Kansas City will have to

furnish adequate hotel accommodations. In these days of crowded hotels Kansas City is believed to be more able to take care of a national convention than any other city.

Convention Hall will be placed at the disposal of the convention with the necessary band, and all printing and publishing of the reports of the convention, and entertainment of the national committeemen will be provided for.

A letter from Mr. C. F. Hatfield, Secretary and General Manager of the St. Louis Conventions and Publicity Bureau was read in which he pledged the co-operation of St. Louis in favor of Kansas City. While all of the discussion over what Kansas City should do in the matter of going after the National Convention was favorable it was not until Vice-President Solomon Stoddard said, "Kansas City's toes are on the tape for any kind of a race" and that there was only one thing to do, and that was to make up its mind to go after it, and then go after it, that a definite plan was outlined.

The balance of the meeting was devoted to discussion of plans for financing and getting the campaign under way. An adjournment was taken until Friday noon when it was intended to have all of the civic bodies informed in a definite way that Kansas City had entered the race and that their assistance is needed.

The committee of which Mr. Fleming is chairman and which had been appointed by those most interested was at Mr. Fleming's request taken over by the Chamber of Commerce as one of its committees

INCORRECT ADDRESSES.

From time to time the Chamber of Commerce office is "called" for delay in getting a notice of some kind to members. Upon investigation it invariably develops that there has been a change of address of which the office had not been informed.

Start the new year right in this respect by every member who may be receiving incorrectly addressed mail writing to the Secretary and helping him correct the mailing list.

The address shown on the Kansas Citian is what appears on our addressograph and mail will continue to be sent to this address until a correction is requested.

APPRAISALS.

If you do not enjoy the many benefits of a disinterested APPRAISAL of the physical property used in the conduct of your business then you can be benefited by our expert service.

Arrange with us Now.

TOPPING VALUATION CO.

Public Appraisers.

1308 WALDHEIM BLDG.

Bell Main 448

Home Main 8649

SCHOOLEY
Lithographers
Both Phones Main 510

BACKING PROMOTION FOR GENERAL CROWDER.

Since December 4 when the Board of Directors wired Congressman William T. Bland, heartily approving the bill then before Congress to recognize General Enoch H. Crowder's capable handling of the draft laws and promoting him to a Lieutenant Generalcy on retirement, Congressman W. W. Rucker, of the Second District has seen fit to oppose the measure. When this was learned on December 18 President W. S. McLucas directed telegrams to ten of the leading Chambers of Commerce of the state reading:

"We resent keenly the attitude of Congressman Rucker toward the bill now before Congress through which it is proposed to recognize General Crowder's capable handling of the Draft Law and promoting him to Lieutenant Generalcy on retirement. We have so wired our Congressmen and respectfully suggest that all Missouri Chambers of Commerce do the same at once as matter urgent. We shall be interested in learning what you do."

To this message replies were quickly received as follows, Chillicothe:

"Chillicothe Chamber of Commerce in Congressman Rucker's district passed resolution at regular meeting last night urging Congress to confer every honor on General Crowder and promote him to Lieutenant General."

Trenton Commercial Club addressed itself to Mr. Rucker personally as follows:

"The citizens of Grundy County keenly resent the position taken by you in regard to the bill now pending to advance Major General Enoch H. Crowder when he retires on the retired list as a Lieutenant General. Get Right."

Sedalia Chamber of Commerce wired Congressman S. C. Major:

"Sedalia Chamber of Commerce favors promotion of General Crowder to Lieutenant General and resents petty fight being made on Crowder by Congressman Rucker."

The Commerce Club of St. Joseph:

"The matter was taken up at a meeting

CONVENTION AND PUBLICITY MAN IS EMPLOYED.

The Board of Directors at their special meeting last Wednesday transacted just one item of business not connected with the National Democratic Convention and that was to employ Mr. Frank M. Robinson as manager of the Department of Publicity, Conventions and Retail Activities of which Mr. Frank J. Dean is Vice-President. This position has been vacant since August when Mr. L. W. Buckley resigned on account of ill health.

The new convention and publicity man is a Kansas Citian to the extent of having been here since 1887 except for short periods. His wide local acquaintance is responsible for his selection. In business his experience has been for the last two and one half years with the Steininger Construction Company of St. Louis, as Secretary and Treasurer. Prior to this position he was Secretary of the Coliseum at St. Louis for four years, and was for four years in charge of the production department of Armour & Company at Shreveport, La. His last position at Kansas City was Assistant City Clerk which position he held for four years. During the war he was for a short time Secretary of the Missouri Council of Defense.

He will start on his new duties January second.

of the Board of Directors of the Commerce Club and it was voted to telegraph our Congressman in line with the action taken by your organization and these instructions have been carried out."

The Hannibal Chamber of Commerce.

"The Board of Directors at a meeting yesterday passed a motion instructing me to send a telegram to our Representatives in Congress urging them to support the bill, which we have done."

Cady & Olmstead
Jewelry Company

Kansas City's
First Jewelry House

1009-1011 Walnut Street

We wish to thank the Members
of the
Chamber of Commerce
for their liberal patronage
during the past year,
and extend to all

A HAPPY AND PROSPEROUS
NEW YEAR.

Ricksecker Cigar Co.
"Fine Cigars by the Box."
Ninth and Walnut Streets

Visiting Kansas City's Industries

H. T. Poindexter & Son's

PROBABLY few Kansas Citians know that there is located here a big wholesale house, the only one of its kind in the world, dealing in "seconds" only. It is H. T. Poindexter & Sons whose plant, shown in the adjoining cut, is located at 306 West 8th street.

This company started 10 years ago at 304 West 9th street in a room 25x80 feet, later occupying a three-story building on Wyandotte street between 8th and 9th streets. In their present building, which is 67x142 feet and eight floors, they have 88,000 square feet of floor space. Even this, according to Mr. H. T. Poindexter, is hardly sufficient as they are already badly crowded although they have been in that building less than 30 days.

The company handles dry goods (piece goods) remnants in seconds only, staple and fancy notions, underwear and hosiery, overalls, shirts, gloves, clothing, kitchen and table enamel ware, china, tin ware and hardware including 5 and 10 cent stores' specialties. The company sells to merchants only, no sales being made direct to the consumers.

The company employs no traveling salesmen, advertising and selling entirely by mail direct to the merchant and has for its slogan "Always Under the Market." Shipments are made to Florida, North and South Carolina, Virginia, Georgia, Alabama, Ohio and Indiana and from the Mississippi River west to the Coast.

Within the last month the company sold one bill to a Los Angeles customer amounting to more than \$50,000 the first time he had ever bought in this market. A part of the order was 10,000 dozen hosiery, the order having been increased 1,000 dozen after the merchant went to New York.

One hundred and thirty-five people are now employed whereas the company started 10 years ago with one girl and Mr. Poindexter.

Ten thousand accounts are now handled by their credit manager.

The building which they occupy is a modern building with sprinkler system and has a switch available. A big express and parcel post business is enjoyed.

The officers are: H. T. Poindexter, President and owner; H. K. Poindexter, Vice-President, and Francis Poindexter, Secretary-Treasurer.



Electric Wiring—Supplies—Machinery—Repairs

DENTON ELECTRICAL SERVICE

A Shop Equipped to Furnish Anything Electrical



COOK PAINT & VARNISH CO.

A Quality Product for every purpose made in K. C.
COOK SERVICE IS REAL SERVICE. Gen. Office and Store 1319 Grand Ave.



FUEL CRISIS.

(Continued from Page 921.)

that by taking action prior to any formal ruling from Washington or Chicago, the closing down of industries could be averted, and it was.

The subsequent history makes an interesting story, especially since November 26 when the Directors were called together at the request of the Fuel Administration to learn of the critical situation and give whatever cooperation the fuel authorities might need. Everything the Administration asked for was given, first by the appointment of various committees and then through their continuous service.

The flexibility of the Chamber of Commerce was never more apparent than in the way the abnormal situation resulting from the local switchmen's strike was met by bringing together on a Sunday morning eight hundred business men of the two Kansas Cities. Incidentally, in all that has been done, the Chamber of Commerce of Kansas City, Kansas, is entitled to the same credit as the one on the Missouri side.

It is impossible to give here the full story but outstanding features of the situation were the readiness of the business men to leave their own affairs at any time on short notice to deal with the fuel crisis. No matter at what hour of the day or night they were called they responded and every man in the city attended. When money was needed to go out and buy coal, wood or fuel oil, it was forthcoming in a much greater amount than originally contemplated.

To the retail coal men is due a great mode of credit for the distribution that they handled so that best results were realized. The whole thing boiled down reflects more forcibly than in any other crisis what good organization means to a community, and if the Chamber of Commerce did nothing more in its present current year, according to some who are familiar with what it did, it would have justified all it represents in the way of organization, time and money.

As an instance of the Chamber's work was the information service given. Although it was not intended to conduct an information bureau it became necessary to do so, even necessitating two additional telephone trunk lines and an additional operator. The fact that two men and two young women did nothing but answer telephone inquiries regarding the Fuel Administration's orders and interpretations of same for nearly two weeks is an indication of what the public expects of the Chamber and the splendid service that the Chamber was able to give.

INDUSTRIAL NUMBER OF KANSAS CITIAN.

Next week's issue of The Kansas Citian will be a special industrial issue, this being the first issue of the new size, 8½x11 inches. It will contain a statistical report for 1919, including a report on the output of manufacturing plants, jobbing trade, bank clearings, postal receipts, custom receipts, grain and live stock, railroad statistics, and a list of new concerns. It will also contain a double page cut of twelve new industrial plants in course of construction at the present time.

A special cover design has been secured by the Industrial Department for this issue. Fourteen hundred additional copies have been ordered for special distribution by several firms, making the total circulation at present 6,000 copies. Additional copies can be secured at cost, if ordered at once.

The advertising rates will remain the same regardless of the increased size of the paper, and the increased circulation.

POSTAL EFFICIENCY.

(Continued from Page 921.)

Under recommendations to the Post Office Department the first and most important covers the necessity of immediately starting the construction of a new Post Office building. A new building for Station A in the West Bottoms is also urged as well as improvement of a mechanical nature at the Union Station.

The committee recommends revision of the Post Office salary lists so as to make it worth while for desirable men to enter the postal service.

Recognition of aerial mail service is also covered in the report. Every member should read it and observe its recommendations.



Merchandise Warehousing and Distributing

BRANCH HOUSE FOR FACTORIES—
SPACE MERCHANTS—EXCELLENT
SWITCHING AND DOCKAGE

"The Service Symbol" 1316 W. 8th St. Phones M. 3002

L. J. BAER RENTAL CO.

We devote our entire time exclusively to the care and management of all classes of income property.

Managers
Grand Avenue
Temple Building

200 GRAND AVENUE TEMPLE
Phones Main 4811

Member
Kansas City
Real Estate Board



THE SHERWIN-WILLIAMS Co. Try Our Service

SOUTHWESTERN DISTRICT.

SALES OFFICES.

KANSAS CITY OMAHA DENVER WICHITA OKLAHOMA CITY TULSA



POSTAL EFFICIENCY.

(Continued from Page 923.)

and statements.

V. There is here submitted a schedule showing the latest time at which mail matter scheduled for certain points must be in the post office in order to make connections for those points.

Recommendations to the Government:

I. That steps be taken immediately, looking towards the acquiring of a suitable site and the erection of a new post office building designed to adequately meet the needs of Kansas City.

No additions to the working space of the central station have been made for twelve years except the mezzanine floor constructed in the center of the main room over the heads of the clerks and containing 7500 square feet of floor space.

The local authorities have been forced to make use of 8,000 square feet of space in the basement for parcel post and paper mail which was never intended for post office distribution purposes. This crowded condition requires the mail to be handled two or three times before it is properly sorted and contributes to less expeditious handling of the mails.

Aisle space has been practically eliminated. The cramped docking space for trucks, electric cars and horse-drawn vehicles also causes a delay in the movement of mail.

It is pertinent to here point out also that the postal receipts in Kansas City have increased from \$1,400,000 in 1905 to \$5,026,738 for fiscal year ended June 30, 1919 and the number of pieces of mail matter handled, from 296,000,000 in 1905 to 420,782,557 in 1919, plus 31,392,652 pounds of second class mail, without any increase in working space.

Further, in-as-much as it has been impossible to secure bids for the erection of an annex at a cost of approximately \$500,000, it is recommended that the Post Office authorities be authorized to place this contract on a cost plus basis.

Station A, located at Union Avenue and Hickory, the fourth largest sub-station in the city, doing \$290,000 worth of business during the fiscal year ending June 30, 1919 and serving the West Bottoms Wholesale District, has occupied the same floor space and building for about thirty years. During this period there has been little if any change made in the furniture and fixtures or other necessary apparatus for the efficient handling of mail matter. The building is in bad repair and furniture and fixtures practically worn out. The hot water heating system is inadequate, coal stoves being used to furnish sufficient heat during the colder periods. While 5,000 square feet is available there should be, according to the post office

ADDITIONS TO ENTERTAINMENT COMMITTEE.

Two members have been added to the Entertainment Committee of which Mr. Rudolph Hirsch is chairman. The additions, authorized by the Board of Directors at its meeting last week, are Mr. Robert M. Gray and Mr. James B. Nourse.

inspector's report, at least 15,000 square feet. The committee recommends that the government erect a new building in this district for station A.

The Stock Yards Station located in the Live Stock Exchange Building was visited, no complaints being offered.

At the Union Station it was found that mail is unloaded from the mail cars, put on baggage trucks and taken to elevators at the extreme east and west ends of the station where it is lowered to the sub-basement where trucks are made into trains and transported by motor power into receiving dock and then up a chute to be loaded on the electric mail cars for transfer to the main station for local distribution. Thirty minutes time is allowed depot officials for this operation.

The committee recommends that mechanical conveyors for handling the mails from the railway tracks to the loading dock, where practical, be installed to save time.

The committee also recommends that the clause in government contracts, reserving the right to cancel a lease on ninety days notice be changed as it is not conducive to the securing of the best space or modern buildings, owners not desiring tenants who have opportunity to cancel a lease in this manner.

II. The committee further recommends revision of the post office salary lists providing increased pay, due to the fact that because of the inadequacy of salaries paid, the most desirable men are not under present conditions tempted to enter the postal service.

III. Committee also finds that much of the delay in the transmission of mails is due to the irregularity of train service.

IV. The Committee also recommends the establishment of aerial mail service at the earliest possible date.

Respectfully submitted,

LESLIE J. LYONS.

Committee on Postal Efficiency.

(Continued on Page 930.)

Circulation of the Kansas Citian next week 6,000 copies. Phone Main 119 for advertising space.

Bill Licks

CATERING COMPANY

Commercial Work—also Homes

TROOST AT 33D

BOTH PHONES

DO YOU KNOW

Your Oldest Retail Coal Dealer

J. H. LEONARD COAL COMPANY

"Since 1881"

Home P. Main 687 Bell P. Grand 689

100 Bryant Bldg.

Schedule of Dispatch of Mail from Main Post Office to Principal Cities.

State	City.	Hours of Dispatch		Time In Transit.
		A. M.	P. M.	
Alabama	Birmingham	....	4:25—10:00	23 hours
Arizona	Douglas	9:20	9:15	35 hours
Arkansas	Fort Smith	....	12:10—4:25—10:40	16 hours
California	Los Angeles	9:20	9:15	53 hours
California	San Francisco	9:20	10:05	60 hours
Colorado	Denver	9:50	5:00—8:45	19 hours
Dist. of Col.	Washington	8:10	5:00—9:55	30 hours
Florida	Jacksonville	8:10	4:25—10:40	40 to 50 hours
Georgia	Atlanta	8:10	4:25—10:45	30 to 36 hours
Idaho	Boise	10:45	5:00—9:45	52 hours
Illinois	Chicago	7:40—8:15	5:00—6:30—9:55	12 to 14 hours
Illinois	Springfield	8:00	5:20—9:45	10 hours
Indiana	Evansville	8:10	5:20—9:45	15 to 18 hours
Indiana	Indianapolis	8:10	5:20—9:45	19 hours
Iowa	Des Moines	8:10	1:00—10:05	8 hours
Iowa	Sioux City	10:45	9:45	12 to 14 hours
Kansas	Great Bend	9:20	9:00	9 hours
Kansas	Hutchinson	9:20	9:15	7 hours
Kansas	Independence	7:10	9:45	7 hours
Kansas	Wichita	9:20	9:00	7 hours
Kentucky	Louisville	8:10	9:45	22 hours
Louisiana	New Orleans	8:10	4:25—10:40	29 to 35 hours
Maryland	Baltimore	8:10	5:00—9:45	37 hours
Massachusetts	Boston	7:40	5:00—9:45	42 hours
Michigan	Detroit	7:40	5:20—9:45	22 hours
Minnesota	Minneapolis	....	12:10—10:05	18 to 20 hours
Missouri	Jefferson City	8:10	10:05	5 hours
Missouri	Joplin	7:40	11:50	7 hours
Missouri	St. Louis	8:10	9:00—9:45	8 hours
Missouri	St. Joseph	6:40—10:45	9:45	2½ hours
Missouri	Springfield	8:10	10:40	7 hours
Nebraska	Lincoln	6:40	5:00—10:05	8 hours
Nebraska	Omaha	10:45	9:45	8 hours
New Mexico	Albuquerque	9:20	9:15	25 hours
New York	Buffalo	7:40	5:00—9:45	27 hours
New York	New York City	8:10	5:00—9:45	24 hours
North Dakota	Grand Forks	10:45	10:05	33 hours
Ohio	Cincinnati	8:10	5:20—9:45	18 hours
Ohio	Columbus	8:10	5:20—9:45	22 hours
Oklahoma	Ardmore	9:20	9:00	16 hours
Oklahoma	Bartlesville	7:10	9:45	8 hours
Oklahoma	Oklahoma City	9:20	5:20—9:00	13 hours
Pennsylvania	Philadelphia	7:45	5:00—9:45	32 hours
Pennsylvania	Pittsburgh	7:40	5:00—9:45	24 hours
Tennessee	Memphis	8:10	4:25—10:40	15 to 20 hours
Texas	Fort Worth	9:20	3:35—10:40	16 hours
Texas	El Paso	9:20	9:15	31 hours
Texas	Houston	....	3:35—10:40	27 hours
Utah	Salt Lake City	10:45	9:45	36 hours
Washington	Seattle	8:45	9:45	80 hours
Wisconsin	Milwaukee	7:40	5:00—9:45	13 to 17 hours
Wyoming	Cheyenne	9:50	9:45	23 hours

Traffic and Transportation

RAILWAY LEGISLATION.

The Railway bills, known as the Cummins bill in the Senate and the Esch bill in the House respectively, have gone to conference, where according to Senator Cummins a long and tedious task confronts the conferees to harmonize the radically conflicting provisions of the two measures, and to draft a railroad bill for final report to and action by Congress.

The Esch bill represents largely, the views of the Interstate Commerce Commission through testimony of Commissioner Edgar E. Clark of Iowa, the Dean of the Commission, who represented that body and appeared before the House Committee at various times during its hearings.

It leaves the railroads as they are, but provides for a broadened regulation, strengthening the Commerce Act in vital respects, permits consolidation of carriers, and the pooling of terminals and traffic when in the public interest and approved by the Commission.

The Cummins' bill provides for compulsory consolidation of railroads after a period of seven years into not less than 20 and not more than 35 systems, provides for a Transportation Board separate from the Commission, who shall certify to the Commission from time to time the amount of revenue needed by the carriers in each of the various groups provided for to make the net return from operations 5½% on an average, to each group of carriers, with ½% additional on non-productive betterments and additions, the surplus over and above 6% to be divided between the carrier earning it and a fund to be controlled by the Transportation Board, on behalf of all carriers, regardless of group location. It is anticipated that vigorous representations will be made by shipping and business interests of the country to the Conference Committee, in an effort to neutralize, if not eliminate, many of the provisions of the Cummins' bill, which are considered unnecessarily revolutionary and subversive of healthy competition and private initiative so necessary to the rendition of transportation services of value, also as tending toward conflict, by the creation of additional Boards, in the regulation of railroads.

DEMURRAGE ON EXPORT FREIGHT.

Mr. Conrad E. Spens, Assistant Director of Traffic, and Director of Public Service, Max Thelen, of the Railroad Administration, have finally been able to effect arrangement for relieving shippers of demurrage charges on carload freight for relieving shippers of demurrage charges at the port of export, that accrues beyond the free period of 15 days when the shipper is not at fault, the arrangement being applicable on through export traffic under through export

bills of lading via North Atlantic ports, in connection with all except a very few independent ocean lines.

The arrangement is effective December 30, 1919 and supercedes the partial arrangement (that only included United States Shipping Board vessels), that was to become effective December 15, 1919.

The Railroad Administration is further actively at work in an effort to make the same principle effective at all South Atlantic and Gulf ports, and it is hoped early announcement may be made of a satisfactory conclusion.

This is a big piece of constructive work accomplished at a time when expansion of export trade is the general slogan of United States manufacturers.

FOLLOWING RATE CHANGES.

The Traffic Department of the Chamber takes upon itself the duty of following proposed rate changes, to apprise members of such changes affecting their interests.

The cessation of activities of the freight traffic committees of the Railroad Administration, November 1, gives a good opportunity to measure these endeavors of the Department for the past year.

The various freight traffic committees of the Railroad Administration ceased normal operations November 1, 1919. They were organized June 1, 1918 and reorganized September 4, 1918, by the addition of members representing shippers; but did not get fully in shape until about November 1, 1918, thus giving them about a year of effective operation.

During this time they handled freight rate adjustments for the federal controlled lines.

Some 20,000 freight rate authorities were issued of which 7,700 pertained to adjustments in the West.

The Traffic Department received the dockets of proposals of the committees in the Western territory, and carefully examined all to determine whether or not Kansas City interests might be affected, giving publicity in the Kansas Citian in all such instances.

A compilation has been made showing the number of dockets issued by the Western Committees, and the Western freight rate authorities, as follows:

District Freight Traffic Committees	No. of Dockets
Kansas City.	1010
Omaha.	461
St. Louis, Western	1548
Chicago, Western	1048
St. Paul	196
Dallas.	1298
New Orleans, Western	646
Denver.	1155

RALPH W. BROWN & CO.

STOCK & BOND BROKERS.

Dealers in Unlisted and Curb Oil, Mining and Industrial Securities.

All inquiries courteously answered.

Bell Main 5185
Home Main 2740

1012 Baltimore Ave.,
Kansas City, Mo.

TRAFFIC AND TRANSPORTATION.

(Continued from Page 931.)

San Francisco	2796
Total	10158
Freight Rate Authorities	7700

Grand Total17858

While of course many of these dockets did not affect Kansas City, all had to be examined by the Department.

A great deal of tracing to obtain missing dockets was necessary, and it was also necessary to keep a close watch on activities of committees through the 'Traffic World and the Traffic Bulletin, and through other sources, to make sure that nothing of importance was overlooked.

This work of the Traffic Department was in lieu of and similar to that done in former years in checking tariffs issued by the carriers, or in checking applications of the carriers to increase freight rates, to insure that Kansas City interests were advised of changes which might affect them.

TO FILE TARIFFS WITH STATES.

The Railroad Administration has issued instructions to all railroads under Federal control to take immediate steps to formally file all tariffs with state railway commissions, wherever required by law or rules of such commissions.

That is to say, by instructions of the Railroad Administration the Federal controlled lines sometime since discontinued showing state commission numbers on tariffs, but of course continued to furnish state commissions with copies; and the purpose of the new instructions is

for the roads to place state commission numbers on all such tariff publications and forward to the various commissions for formal filing.

This is a step toward getting in shape for the return of the carriers to private control.

RATES AUTHORIZED.

F. R. A. 19343. Authorizes Agent Leland to amend page 503 S. W. L. tariff 44-J applying from Kansas City to Oklahoma points, to provide for valuation of $4\frac{1}{2}$ c per pound on printing paper unprinted in lieu of present valuation of 3c per pound.

F. R. A. 19380. Authorizes the addition of "Culverts, Iron or Steel, cast, S. U., or taken apart, C. L." to item 3653 S. W. L., tariff I-L, item 1102 S. W. L., tariff 2-G, item 1146 S. W. L. tariff 42-N; and item 1025 S. W. L., tariff 95; also rate of $72\frac{1}{2}$ c per 100 lbs., on culverts as described in above items from Kansas City territory to Oklahoma points. Similar adjustment from other territories.

F. R. A. 19463. Authorizes rate $27\frac{1}{2}$ c per 100 lbs. on agricultural implements, C. L., between Kansas City and Ottumwa, Ia.

F. R. A. 19509. Authorizes rate $21\frac{1}{2}$ c per 100 lbs. on oil, petroleum and its products C. L., from Des Moines, Ia., to Kansas City, St. Joseph, Atchison and Leavenworth, via C. B. & Q., C. G. W. or Wabash R. Rs. direct.

F. R. A. 19550. Authorizes C., M. & St. P., R. R. to publish in its tariff 2463-D the following rates on oil cake and oil meal (linseed) C. L. in lieu of rates now named in its tariff 6765-F to Kansas City, Omaha and other Missouri river points; from Chicago and Milwaukee $14\frac{1}{2}$ c; Savana, Ill., 8c; Peoria $11\frac{1}{2}$ c; St. Paul, Minneapolis, etc., 13c; Duluth and Superior to Kansas City $22\frac{1}{2}$ c, Omaha $19\frac{1}{2}$ c per 100 lbs.

IMPORT RATES FROM GULF PORTS.

E. B. Boyd has issued his import tariff 1017, I. C. C. A-1055 naming class and commodity rates from Gulf ports to Missouri river points, St. Louis, Chicago, etc., to become effective December 31, 1919. The new tariff makes no change in class rates to Kansas City and other Missouri river points but many changes are made in commodity rates as follows:

Commodities	Pres. Rates Effective (per 100 lbs.)	Dec. 31 (per 100 lbs.)
Originating Europe, Asia, Africa, Australia, New Zealand and Philippine Islands.		
Bags, burlap, gunny or jute, also burlap and burlap bagging L. C. L.	62.5c	cancel
Bar Iron, carloads	45c	cancel
Bleach, carloads	47.5c	cancel
Brick, Building, Common, Fire, etc., carloads	25c	cancel
Brick, enameled or glazed, carloads	29c	cancel
Brick, paving and vitrified, carloads	25c	cancel
Bulbs and tubers, dormant, carloads	84c	cancel
Calcium, chloride of, carloads	39c	cancel
Cement, common, carloads	18.5c	cancel
Clay-present (except common or fire), New (China or Kadin) C. L.	32.5c	35c
Clay, present (Common or Fire), New (Common), C. L.	29c	29c
Cork carpet, floor oil cloth and linoleum, carloads, minimum weight 50,000 lbs.	71.5c	cancel
Cork carpet, floor oil cloth and linoleum, carloads, minimum weight 30,000 lbs.	81.5c	cancel
Cotton factory sweepings, carloads	66.5c	cancel
Crockery and Earthenware		
Valuation not exceeding \$12.00 per 100 lbs., C. L.	47.5c	cancel
Same in boxes, barrels or tierces, L. C. L.	99c	cancel
Same in casks or hogsheds, L. C. L.	82.5c	cancel
Same in slatted boxes or crates, L. C. L.	80c	cancel
Same valuation not exceeding \$10.00 per 100 lbs., L. C. L.	80c	cancel
Ferro-Manganese, C. L. (per gross ton)	\$8.80	cancel

(Continued on Page 933.)

OIL BURNERS

Advance Oil Burner Company

Manufacturers of and Dealers in

OIL BURNERS FOR ALL PURPOSES

807 East 15th St., (Home Main 6243) Kansas City, Mo.

The New England

CHAS. E. GIBSON, President
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ce-Pres.

T. C. ALEXANDER, Secy-Treas.
F. D. HUTCHINGS, 2d Vice-Pres.
J. W. RAMSEY, Asst Tre6% Farm Mortgages
Securities Company

414 N. Y. LIFE BLDG.

TRAFFIC AND TRANSPORTATION.

(Continued from Page 932.)

Ferro-Phosphorus, C. L., (per gross ton).....	\$10.60	cancel
Feldspar, C. L.	47.5c	cancel
Flint, C. L.	47.5c	cancel
Flint Brick, Silica Fire Brick, Flint or grinding pebbles, silix lining, C. L.	26c	cancel
Flour spar, C. L.	30c	cancel
Fullers' Earth, C. L.	28c	35c
Glycerine, Crude, C. L.	31.5c	47.5c
Juto Butts, C. L.	35c	cancel
Lead, Pig and antimonial lead in pigs, C. L.	28c	cancel
Licorice, Mass, C. L.	66.5c	cancel
Liquors: Viz:		
Liquors N. O. S. in glass, C. L.	\$1.305	cancel
Whiskey, alcohol and high wines in wood, value 75c or less per gallon, C. L.	54c	cancel
Whiskey in glass, C. L.	97c	cancel
Logs, wood, except dyewoods, C. L.	32c	52.5c
Magnesite ore or clay, C. L.	41.5c	47.5c
Matches, C. L.	62.5c	cancel
Dates, Figs and nuts, C. L.	81.5c	cancel
Oils, viz:		
Cocoanut, copra, palm and palm kernal, C. L.	41.5c	37.5c
Salad, C. L.	\$1.075	cancel
Soya bean, C. L.	41.5c	47c
Cottonseed, C. L.	37.5c	cancel
Present, (fish and whale), new (fish or sea animal and cod liver) C. L.	61c	(1) 63
Ore, viz:		
Manganese or chrome, C. L., (per gross ton).....	\$6.70	(2) 57
Iron, crude, C. L. (per gross ton).....	\$5.70	\$6.00
Paper, Building or roofing, C. L.	37c	cancel
Paper, printing or wrapping, C. L.	47.5c	cancel
Paper, waste or scrap, C. L.	34c	cancel
Potash, carbonate of and caustic, C. L.	36.5c	47.5c
Potash, Murate of and sulphate of, C. L.	29c	47.5c
Pyrites, Iron, C. L. (per gross ton).....	\$6.70	cancel
Rags and old rope, C. L.	34c	cancel
Rice, Brewers, C. L.	31.5c	cancel
Rock, Garnet, C. L.	52.5c	cancel
Salt, C. L.	25c	34c
Salt Cake, C. L.	42c	47.5c
Salt peter, C. L.	47.5c	cancel
Salts, Epson, C. L.	48c	47.5c
Salts, Glauber, C. L.	42c	47.5c
Seeds, Alfalfa, grass, etc., C. L.	52.5c	cancel
Seeds, flax, C. L.	46.5c	cancel
Seeds, Flower, Garden or tree, C. L.	66.5c	cancel
Seeds, canary or sorghum, C. L.	52.5c	cancel
Seeds, Sugar beet, C. L.	52.5c	cancel
Soda, ash, caustic, crystals, silicate, C. L.	32.5c	47.5c
Spiegel Eisen or Spiegel Iron, C. L., (per gross ton).....	\$10.60	cancel
Tea sweepings, C. L.	91c	cancel
Tin, Pig, C. L.	59.5c	cancel
Zinc Oxide, dry, C. L.	48.5c	46.5c
Black Powder, C. L.	32.5c	47.5c
China, L. C. L.	44c	cancel
Cocoa beans, C. L.	77.5c	81.5c
Crockery and earthenware, N. O. S., C. L.	42.5c	cancel
Crockery and earthenware in boxes, barrels (tierces, casks or logsheads, L. C. L.	59c	cancel
Crockery and Earthenware in crates or slatted boxes, L. C. L.	44c	cancel
Molasses, blackstrap, C. L.	26.5c	cancel
Originating countries other than Europe, Asia, Africa, etc.		
Canned pineapples, C. L.	47.5c	cancel
Chalk or Whiting, C. L.	34c	cancel
Chili peppers, C. L.	52.5c	cancel
Pineapples, C. L.	79c	81.5c
Grapefruit, lemons, oranges and Tangerines, C. L.	77.5c	81.5c
Glycerine, Crude or spent lye, C. L.	26.5c	cancel
Hats, straw, L. C. L.	\$1.375	cancel
Logs, Mahogany, C. L.	32c	52.5c
Molasses, Blackstrap, C. L.		
Value not exceeding 8c per gallon.....	26.5c	cancel
Value exceeding 8c per gallon.....	29c	cancel
Value not exceeding 8c per gallon.....	(3) 35.5c	cancel
Value exceeding 8c per gallon.....	(3) 38c	cancel
Oil, creosote, C. L.	37.5c	cancel
Pecans, C. L.	66.5c	cancel
Salt, C. L.	22.5c	cancel
Twine, Binder, C. L.	50c	cancel
Vegetables, fresh, C. L.		
Beans and peas	62.5c	77.5c
Cabbage,	56.5c	60c
Cucumbers,	62.5c	72.5c
Okra,	71c	77.5c
Onions,	57.5c	60c
Peppers,	\$1.07	77.6c
Summer squash,	62.5c	72.5c
Tomatoes,	62.5c	67.5c
Potatoes,	62.5c	60c

(1) Originating Asia, Australia, New Zealand and Phillipine Islands.

(2) Originating Europe and Africa.

(3) From Key West, Fla.

Taxes

THE levy and payment of taxes is more or less confusing and members can never have too much information on the subject. County, State and School taxes are now due. They will become delinquent and carry a penalty January 1. They should be paid at the County Court House today.

January first, the city will start making the annual assessment as of that date. Collection of lists will continue six weeks or until February 14. Taxes on this assessment will be due at the City Hall on June 1. During June they may be paid with a discount allowance of 6 per cent. In July the discount is 4 per cent, August 2 per cent, September par—October delinquent and in November the annual sale of property for delinquent city tax is held.

Federal income tax blanks for the calendar year, 1919, must be returned to the Collector of Internal Revenue before March 1, 1920. Collection begins March 15. Returns for concerns using a fiscal year instead of the calendar year must be made within 60 days after the close of such year and permission in writing must be obtained from the Collector of Internal Revenue to substitute the fiscal year return for the calendar year return.

Members should clip this item and hand it to their accounting departments for guidance. Failure to make proper returns or to pay taxes promptly involves penalties which can be avoided if proper attention is given this necessary and important function of the government.

Special Luncheon GENERAL JOHN J. PERSHING

Muehlebach Hotel, January 10, 1920.

Each member will receive this week an invitation and a return postal for making a reservation. This luncheon will be for members only, except a few distinguished guests invited by the Board of Directors.

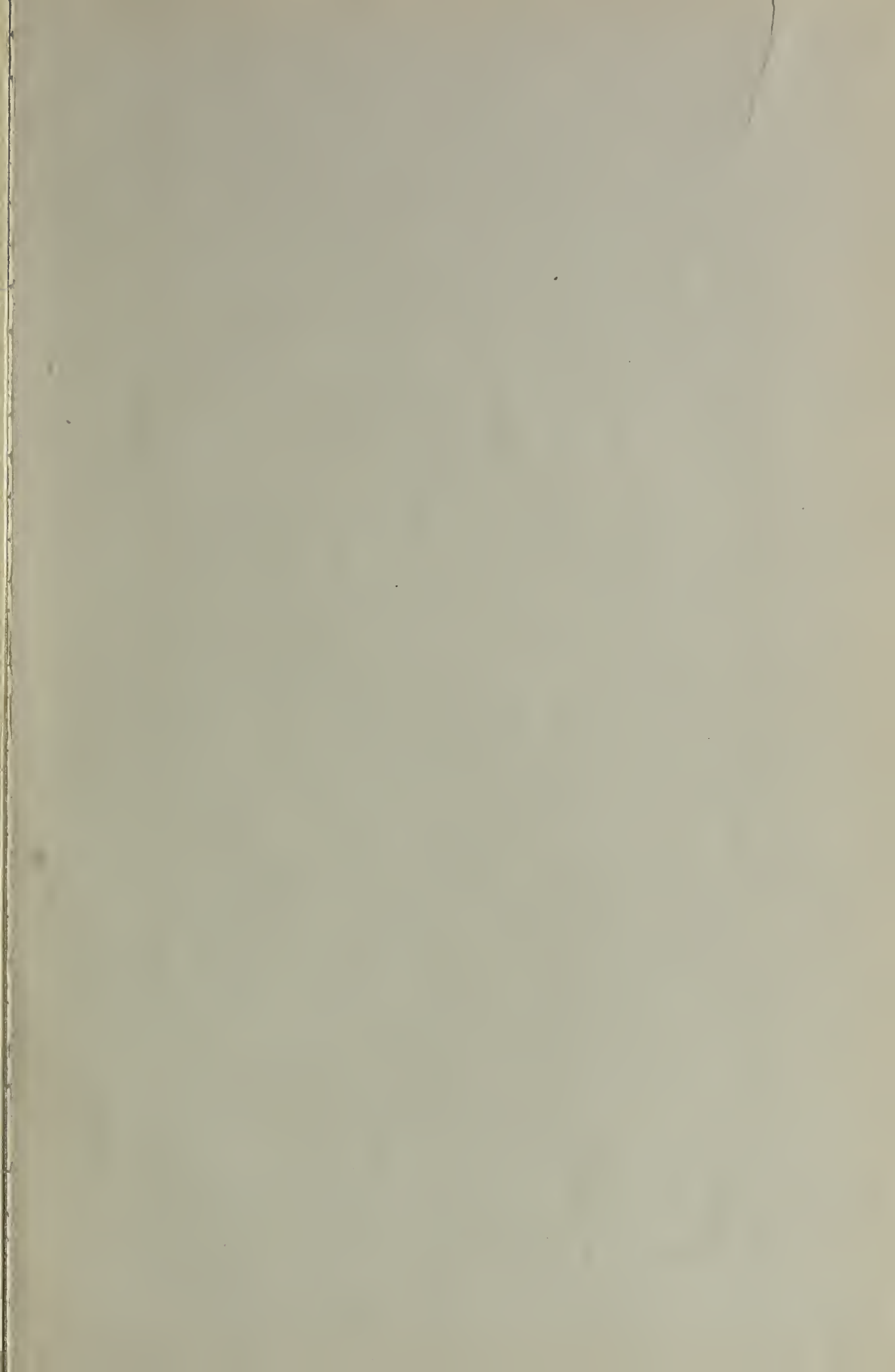
No luncheon Wednesday, and none until January 7, 1920,
when the Y. M. D. will start the New Year.

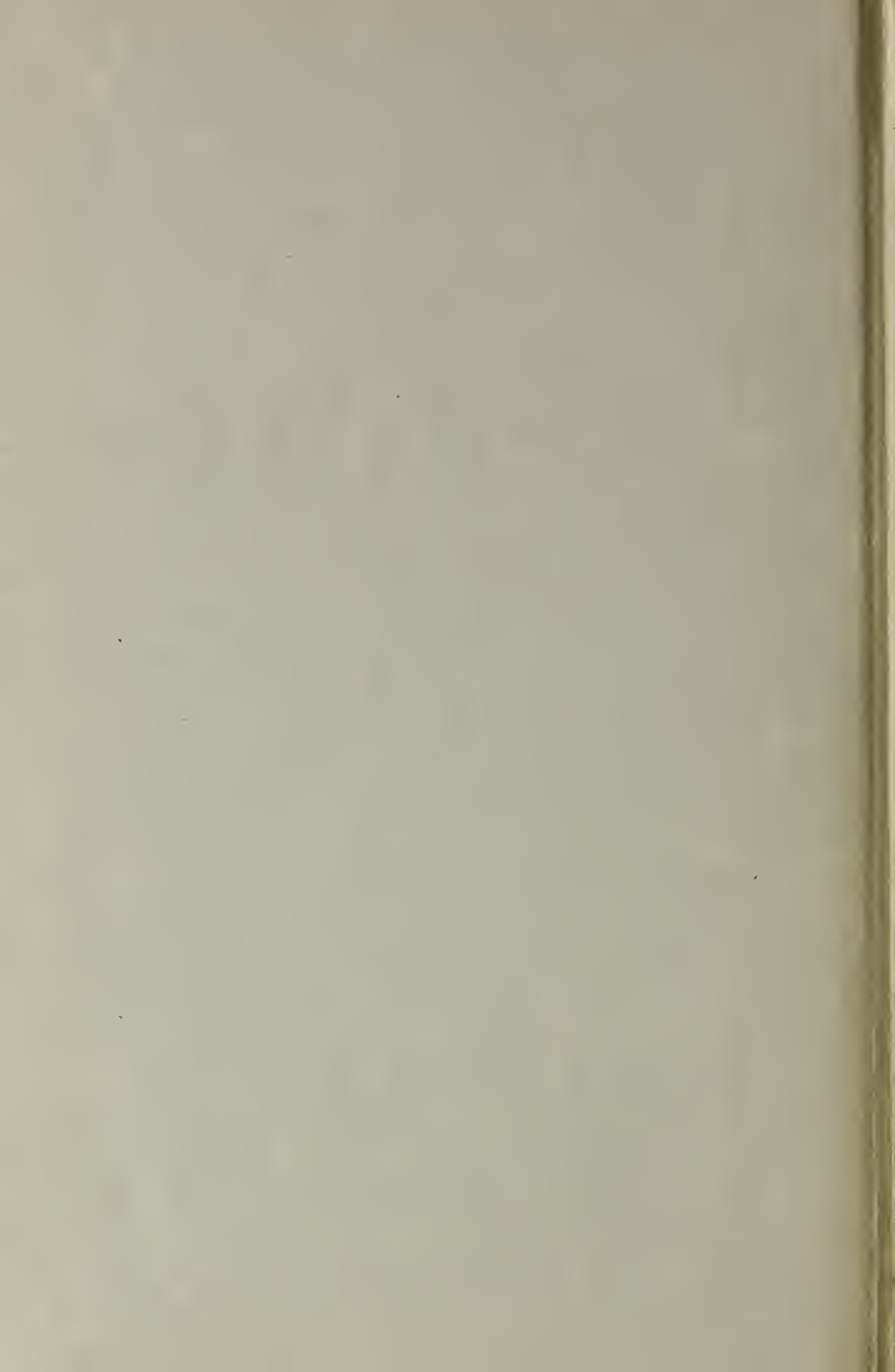
KANSAS CITY STRUCTURAL STEEL COMPANY
KANSAS CITY, MO.

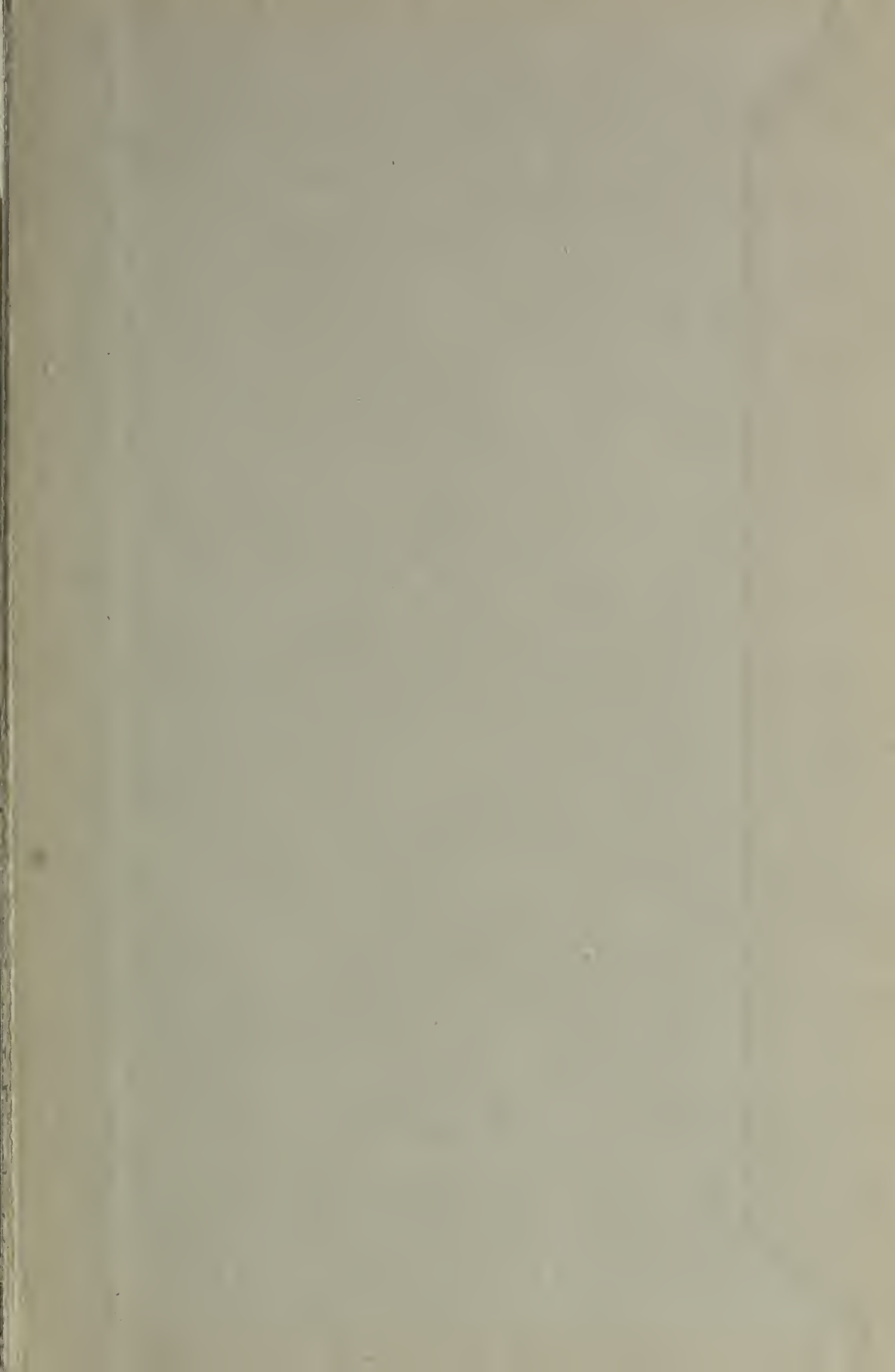
STRUCTURAL STEEL FOR MINE, MILL AND SMELTER BUILDINGS
TANKS TANK CARS

COMPLETE WAREHOUSE STOCKS

BEAMS, CHANNELS, ANGLES, BARS, PLATES, SHEETS, REINFORCING BARS
WRITE FOR OUR MONTHLY STOCK LIST

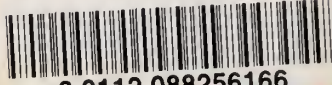






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